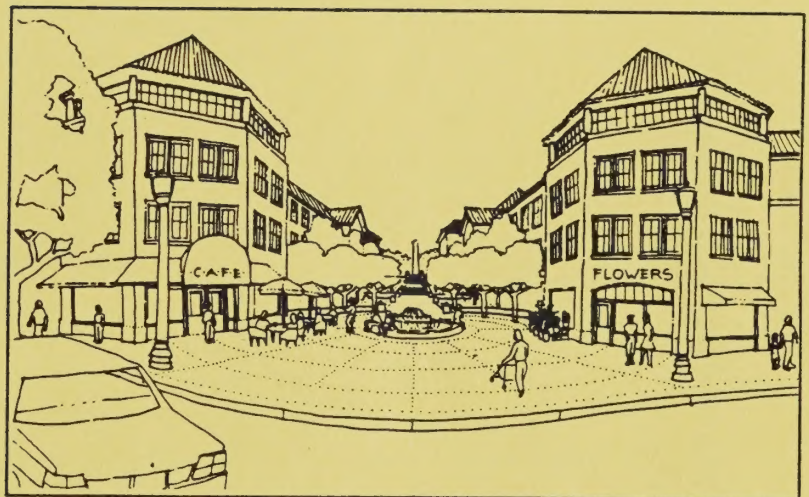


BART Station Area Specific Plan

Unincorporated Colma/Daly City
San Mateo County, California

March 1993



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Prepared for
County of San Mateo, City of Daly City
and San Mateo County Transit District

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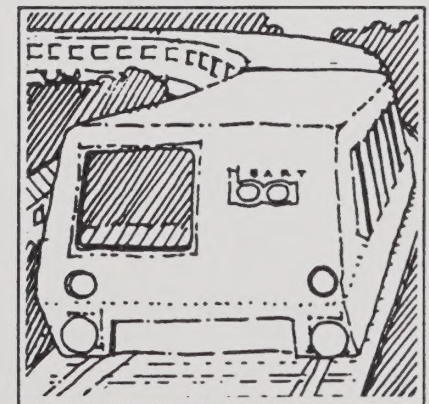
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Executive Summary

The "BART Station Area Specific Plan" addresses the status and condition of a 110 acre area partially within Daly City and partially an unincorporated portion of San Mateo County, within which is slated construction of a new BART Station. It recommends a process and physical development plan for gradual transition to urban uses that support the area's intended transportation/transit role, as well as complement the character of the adjacent neighborhoods and business districts.

As envisioned, the BART Station Area will emerge as a vital urban center in northern San Mateo County. A mix of moderate and high density housing, local and community shopping, and offices within proximity of the planned BART Station will transform an amalgam of disconnected and underutilized parcels into a neighborhood of significance and attractiveness. The Specific Plan accomplishes this goal by maintaining key existing uses in the study area and respecting the best urban elements of the surrounding Daly City and Colma communities. The plan also introduces new land uses and transportation improvements that acknowledge the changes that will occur with the advent of the BART station. It channels these changes into a cohesive plan that, over time, will encourage the area to evolve into a distinct, attractive, and functional neighborhood.

An emphasis has been placed on making new and existing uses accessible by foot, bike, transit, or auto. New development located directly adjacent to BART will be linked to the station via a network of public spaces, such as stairways, paths, plazas, and new streets. Buildings will acknowledge the significant public investment that BART represents by orienting entries and facades to these public rights-of-way, as well as creating an attractive urban neighborhood. Street improvements are designed to establish a hierarchy of travel routes which serve to funnel BART patron traffic to the freeway quickly and efficiently out of the area, minimize impacts on residential neighborhoods, maintain access for emergency vehicles, and provide safe and attractive walking routes. New streets will also help to knit together currently disconnected portions of the study area. Two additional "kiss-n-ride" facilities, with associated public plazas, will be placed on either side of the BART station to improve commuter access to transit, and to stop some auto trips from entering the heart of the neighborhood. These improvements are being funded and constructed through a variety of mechanisms, including BART and SamTrans funds, Federal funds, and development-related fees.



Introduction

In January 1989, San Mateo County adopted the "Colma Area Plan/EIR" for an unincorporated area located north of the Town of Colma and surrounded by the southern portion of Daly City. This Area Plan sets forth long-range goals and policies for the development of high density residential, commercial and office uses around a planned BART station and an existing SamTrans park-and-ride lot. Subsequently, in July 1989, the Daly City Council adopted a General Plan Amendment and "pre-zoning" for the same area, consistent with the County's Area Plan policies and land use designations. The City annexed the western portion of the area in 1991.

Since approval of the Area Plan, the County has received preliminary development proposals for the unincorporated area. These proposals overlooked the opportunity to take advantage of the site's proximity to a new BART station and the Area Plan's intent to transform it into a new urban center and major transportation hub. Consequently, a Specific Plan was suggested as a mechanism for establishing site-specific development controls and implementation measures to ensure that long-range goals are met. In February 1991, San Mateo County, Daly City, and SamTrans signed a cooperative agreement to prepare a Specific Plan and EIR for the portion of the Colma Area Plan study area that is west of El Camino Real, as well as additional lands within Daly City North of Washington Street and San Pedro Road. This area comprises approximately 110 acres.

Purpose and Intent of the Specific Plan

The "BART Station Area Specific Plan" looks at the status and condition of the area's existing residential, retail, office, industrial, and transportation uses and recommends a process and physical development plan for gradual transition to urban uses that support the area's intended transportation/transit role, as well as complement the character of the adjacent neighborhoods and business districts.

The intent of the Specific Plan is to encourage investment and new development within the area through a clearly established public policies and through a land use plan that provides investors with a level of certainty regarding the future of the area. It is not intent of the plan to force out existing residents and businesses; rather, the plan provides policies and guidelines that encourage new development to complement and enhance existing uses, allowing these uses to remain as long as they wish and as long as market conditions dictate.

The BART Station Area Specific Plan establishes plans showing the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems, that will effectively implement the Colma Area Plan and Daly City policies. Detailed policies and standards that will directly guide and control public and private investment and development in the study area are provided to ensure that the ultimate character of new development is consistent with both Daly City's and San Mateo County's long-range goals. And, specific implementation measures provide a strategy for development phasing and provision of capital improvements and on-going public services.

Authority for Specific Plans

California Government Code permits Cities and Counties to prepare Specific Plans for the "systematic implementation of the general plan." According to Section 65451, Specific Plans must include text and diagrams which specify the following:

- Distribution, location and extent of land uses and open space.
- Distribution, location, extent and intensity of major public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, as applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures.

The BART Station Area Specific Plan meets these State law requirements by establishing the location, intensity, and character of land uses; the location and design standards for circulation, transit, parks, community facilities, and other infrastructure improvements; and a series of implementation policies necessary to realize the plan's recommendations.

General Plan Compatibility

Specific Plans must be compatible with the goals and policies of the adopted General Plans of the local jurisdictions (California Government Code Section 65454). In this case, the Daly City General Plan and the Colma Area Plan adopted by San Mateo County are the governing documents. The applicable goals of these documents are as follows:¹

- Take advantage of the regional location of the area and its accessibility to public transit.
- Promote the development of a high quality living environment.
- Foster opportunities for employment and economic development.
- Provide a variety of housing types for all income groups.
- Assure a full range of urban services and amenities for people living and working in the area.

The BART Station Area Specific Plan is substantially consistent with these two documents. The chapter titled "Plan Objectives and Policies" provides the primary link with these General Plan policies. Appendix A includes a discussion of the relationship between the Daly City and San Mateo County General Plan and the Specific Plan.

Relationship to the California Environmental Quality Act

An Environmental Impact Report has been prepared which analyses the potential impacts of this Specific Plan, as well as identifies appropriate mitigation measures. Because these two documents were prepared in a coordinated manner, mitigation measures have been incorporated into the Specific Plan.

The BART Station Area Specific Plan EIR assess the implications of the maximum development potential of this plan. Development proposals that do not exceed these maximums, and are consistent with the full range of policies, design guidelines, and implementation measures, will not be required to provide additional environmental analysis.

¹ "Colma Area Plan." Land use policies, Section 9.1: Goals of the Land Use Plan. San Mateo County, adopted January 1989.

Context and Key Planning Factors

Location and Jurisdictional Boundaries

The BART Station Area Specific Plan study area is located in northern San Mateo County east of Interstate 280 (Figure 1). The north and west portion of the site lie within Daly City; the southeastern portion is within an unincorporated area just north of the Town of Colma, but is within Daly City's Sphere of Influence. The site consists of approximately 110 acres bounded by Woodlawn Memorial Park on the south, Interstate 280 on the west, the northern frontage of West Market Street on the north, and the eastern frontage of El Camino Real on the east (Figure 2).

The area is centrally located in northern San Mateo County and is well-served by both highways and transit. Interstate 280 and State Highway 1 come together for about two miles and form the western boundary of the site, providing freeway access to downtown San Francisco, western San Francisco, Pacifica and the Peninsula. Junipero Serra Boulevard is this highway's eastern frontage road. State Highway 82 passes through the site and follows El Camino Real and Mission Street south to north. San Pedro Road and Market Street provide regional access to the east and west.

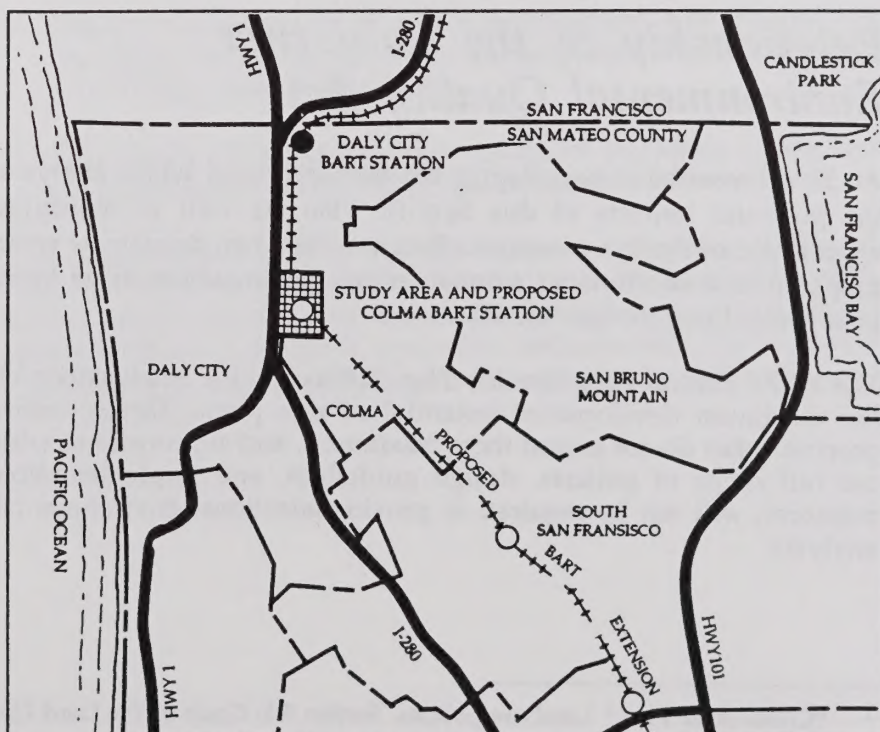


Figure 1: Location and Context

The study area centers on a BART maintenance yard and turn-around facility which is currently the terminus of the San Francisco/Daly City line. Construction is underway to improve this facility to a full-service BART station which would be the first of four stations leading to the San Francisco International Airport. The closest existing BART station is the Daly City station located near the intersection of I-280 and Daly City Boulevard. The study area also contains a major park-and-ride/bus transfer station for SamTrans, the public bus system serving the Peninsula. Buses stopping at the SamTrans lot make connections with the Daly City BART station and other points within San Francisco and San Mateo County, such as major employment centers, residential neighborhoods, and the airport.

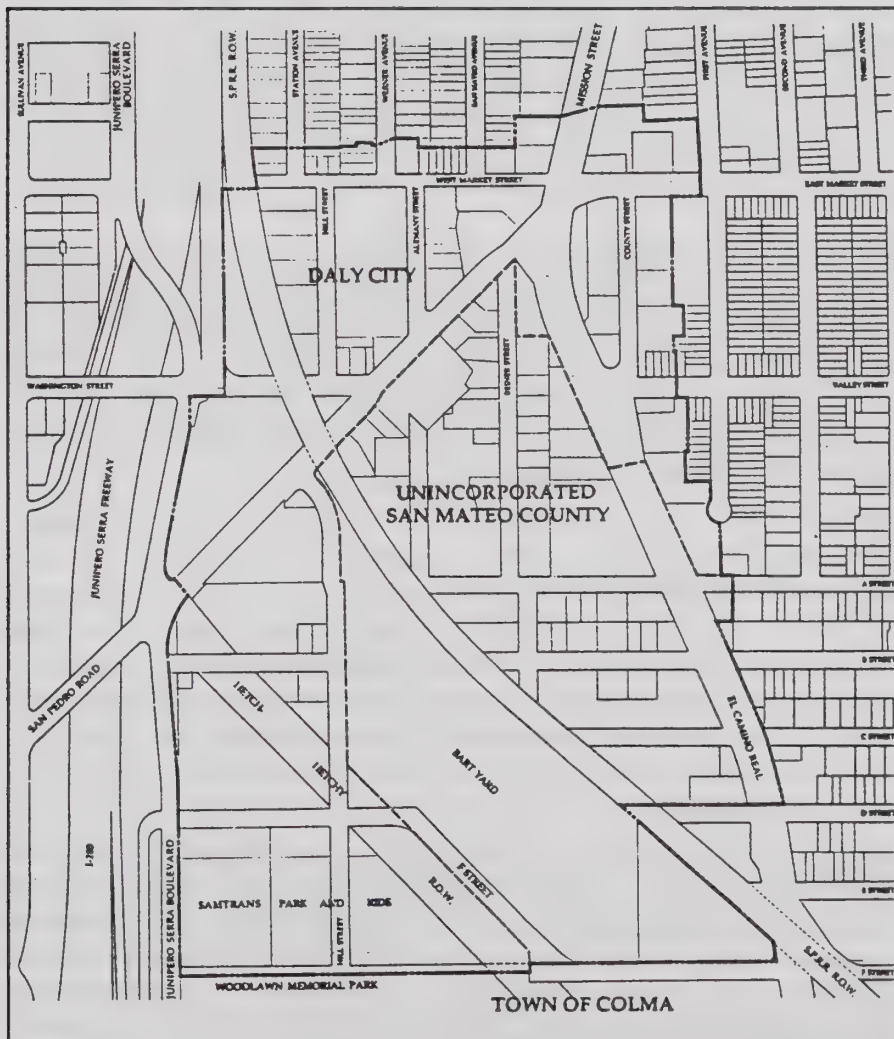


Figure 2: Study Area Boundaries

Site History



Figure 3: El Camino Real

Land in the BART Station Area Specific Plan study area was first divided into 40 to 160 acre tracts and sold to settlers in 1853. The early landowners were largely Mexican War veterans who established productive vegetable farms on the area's rich soils. In the 1870's the residential area of unincorporated Colma was again subdivided into 5,000 square foot lots, and this remains the predominate lot pattern.

Through the remainder of the 19th Century, the Colma area developed as a small farming village. Between 1887 and 1904, several large cemeteries were forced out of San Francisco by an ordinance prohibiting burials in the City and requiring relocation in Colma. In 1911, Daly City incorporated and began growing southward and annexing land in the Colma area. In 1924, the cemetery lands and the village of Colma incorporated. The lands between the two cities remain unincorporated, although a number of annexations have reduced the size of this area.

The history of El Camino Real, the primary boulevard forming the eastern boundary of the study area, predates the original settlers by at least a century. El Camino Real and Mission Street are part of the old trail established by edict from King Carlos of Spain in 1769. Linking the 21 California missions from San Diego to Sonoma, the "Mission Trail" is approximately 500 miles long. El Camino Real reached what is now Colma sometime around 1797.

Key Planning Factors

The following is a summary of the key opportunities and constraints affecting the study area and the relative ease of transitioning from existing uses to transit-oriented development patterns.²

Regional Context

As a potential new urban center in northern San Mateo County, the BART Station Area Specific Plan study area is well-served by surrounding shopping, employment, civic and housing opportunities. Its adjacency to the I-280 corridor, as well as D Street, Junipero Serra, and El Camino Real, provide convenient freeway access and connections to major regional routes. The Colma cemeteries to the south form a distinct boundary to the community.

² "BART Station Area Specific Plan/EIR, Existing Conditions and Opportunities and Constraints Analysis, Volumes I and II." November 1991. "BART Station Area Specific Plan/EIR, Market Feasibility Studies." October 1991. "BART Station Area Specific Plan/EIR, Future Traffic Conditions." March 1992.

Mission Street forms a commercial spine connecting the study area with Daly City's historic downtown, "Top of the Hill", where Mission Street meets John Daly Boulevard. The Daly City BART station is situated nearby and is the primary transit hub in the region. Mission Street's commercial character is pedestrian-oriented near the historic downtown and near Mission Street's southern terminus at San Pedro Road and Market Street. In these areas, store fronts address the street with frequent entrances and displays. To encourage commercial revitalization, the Mission Street corridor has been designated as a Redevelopment Area.

Study Area Land Use and Community Character

Land uses in the study area are a fragmented mix of general and neighborhood-serving commercial, public and semi-public facilities, business and personal services, auto-oriented service commercial, travel commercial, and residential uses. Existing buildings are illustrated in Figure 4. Existing land use patterns are illustrated in Figure 5 and quantified in Table 1.

Because much of the study area is a remnant of unincorporated land left over from several annexations by Daly City and Colma, the pattern of these land uses is haphazard. Lack of strong governmental planning in the area has also allowed an unusual pattern of streets, transit facilities and major utilities to be developed over time. These diagonal rights-of-way which crisscross the area, define space awkwardly and leave a number of oddly shaped parcels which have not lent themselves to development in a coordinated manner. The overall character of the area's streetscape in the study area is barren and disorienting. Additionally, several streets are platted, but were never improved, leaving some properties relatively undeveloped.

The wide open cavity of the BART yard further serves to separate the portions of the site adjacent to El Camino Real and the portions along Junipero Serra Boulevard. The major transportation facility, even with station improvements, will continue to be a major visual barrier and circulation impediment. Topography has also played a role in determining land use patterns in the area. A ridge and steep escarpment separate El Camino Real from Reiner Street and the properties facing the BART tracks.

The opening of the BART station will very probably alter the existing character of the study area. Given the patterns of existing land uses and inevitable changes in development economics, vacant land and parcels with very few improvements or improvements whose value is low are likely to develop relatively soon. Other sites, with recent improvements or established uses will either remain during the life of this plan or will redevelop 5, 10, or 15 years from now.

Table 1
Existing Commercial Space

Neighborhood-Serving Commercial	230,000 s.f.
<ul style="list-style-type: none"> • Grocery and Drug Stores • Small Specialty Shops • Restaurants and Bars • Professional Offices • Real Estate • Health Clubs • Hair and Beauty Salons 	
General Commercial	51,000 s.f.
<ul style="list-style-type: none"> • Home Furnishings • Auto Sales • Nurseries • Monument Sales • Serra Bowl 	
Light Industrial	75,000 s.f.
<ul style="list-style-type: none"> • Auto Repair • Appliance Repair • Contractors and Builders • Ambulance • Metal work 	
Travel Commercial	44,000 s.f.
<ul style="list-style-type: none"> • Motels • Gas Station 	
Total Estimated Amount of Commercial Space	400,000 s.f.

All estimates are approximate and are based on building footprint.

In general, sites that are expected to develop in a relatively short timeframe are predominately located along east of the planned BART station. This area includes a number of vacant parcels, low intensity uses such as auto sales lots and repair yards, and economically underutilized properties, such as the older motels. Moderately stable uses are generally located west of the BART tracks and include the Serra Bowling Alley and the Lucky's supermarket. The most stable uses include existing single-family homes, new apartment buildings along Hill Street north of San Pedro Road and along County Street, mobile homes located at El Camino and F Street, Holy Angel's Church and parochial school, and existing commercial uses along San Pedro Road and Mission.

The intent of the Specific Plan is to channel those inevitable changes into a cohesive plan that protects existing viable uses and directs development on sites that are likely to redevelop.

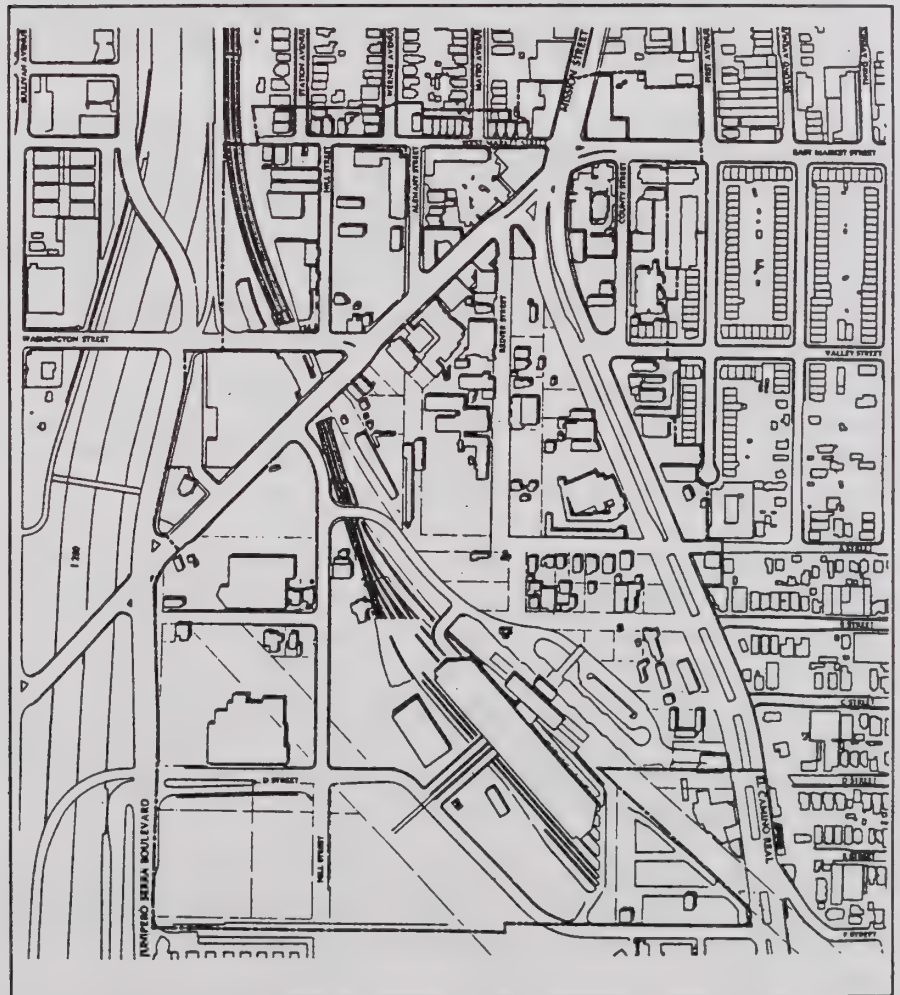


Figure 4: Existing Buildings

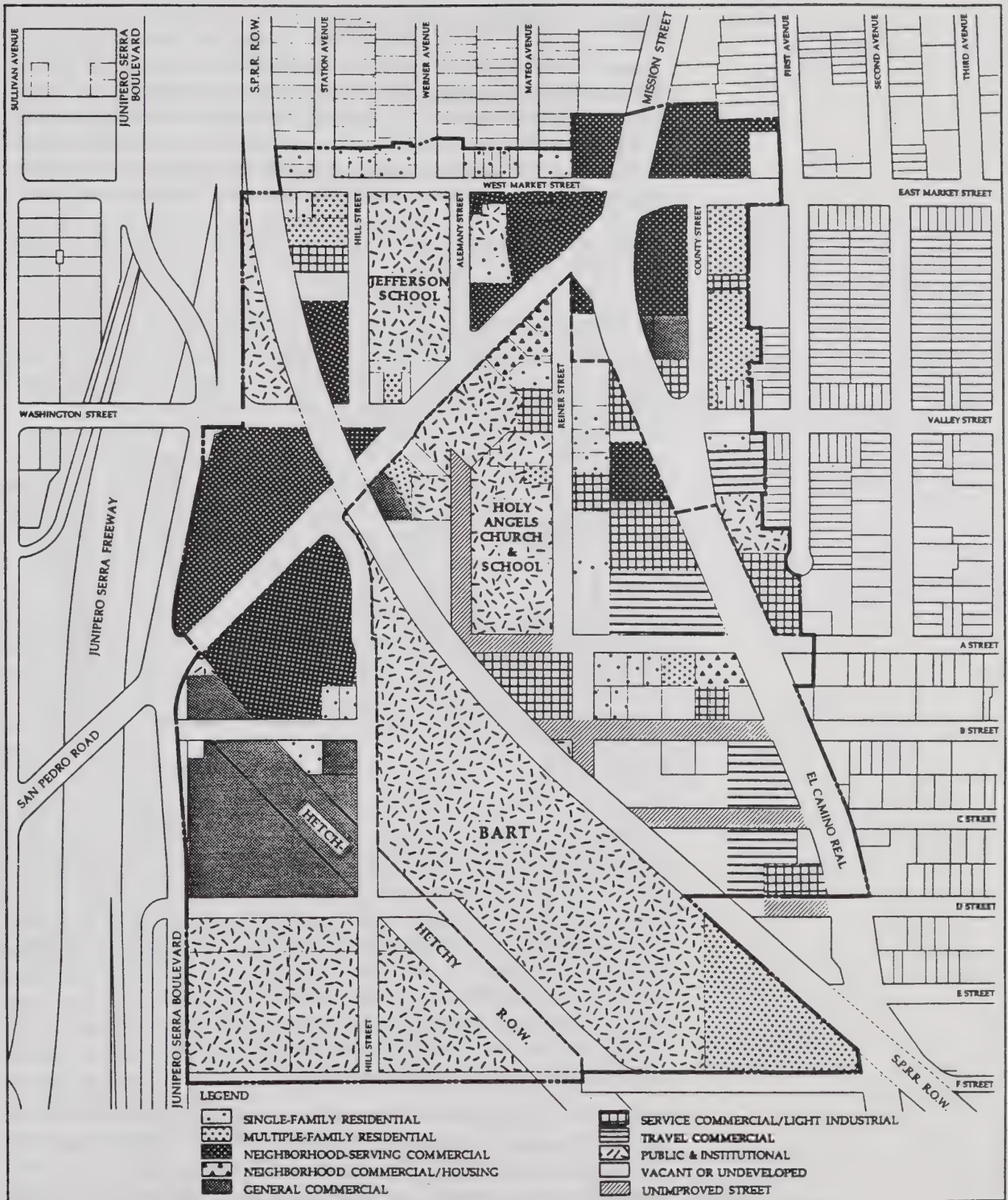


Figure 5: Existing Land Use

Property Ownership Patterns

A number of blocks within the study area are divided into small parcels with multiple ownerships (particularly the area between El Camino Real and the BART tracks). In limited circumstances, aggregation of parcels would be helpful to attract the type of development that will provide quality housing and shops in conjunction with transit service. Figure 6 illustrates property ownership patterns within the study area.

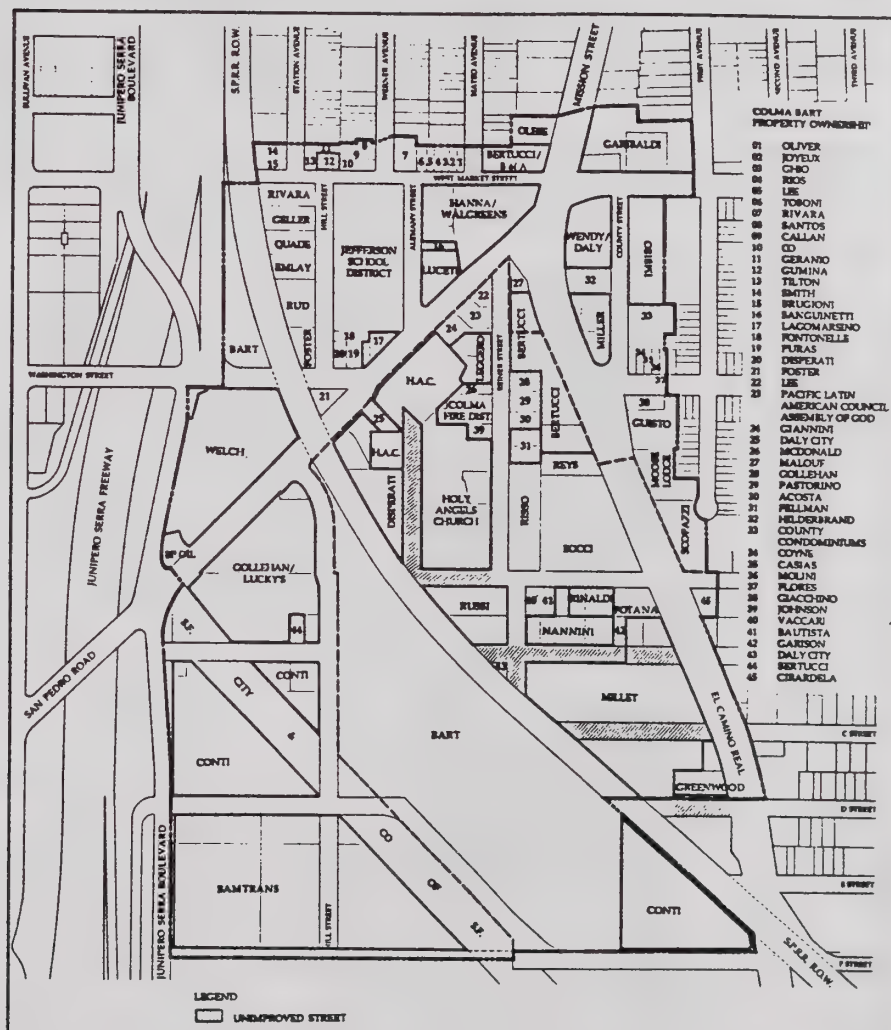


Figure 6: Property Ownership

BART Plans and Implications

As part of a comprehensive program to extend rapid transit service to the San Francisco International Airport, BART is proceeding with plans to redevelop its existing train storage/maintenance yard to a full service passenger station. The new Colma BART Station would be the first new station in the system since its original completion in the 1970's and is one of four planned stations on the San Francisco/Daly City

(SF/DC) line to provide service to S.F. airport. Completion of the Colma BART station is expected in Fall of 1995.

The Colma Station will initially help to relieve extreme parking and traffic congestion at the Daly City Station, the busiest station in the BART system outside of San Francisco. Located approximately 1.5 miles south of the Daly City Station, it will be the terminus of the SF/DC line for 5 to 10 years, until additional tracks and stations are built to the airport. The station itself will be located east of the existing BART right-of-way, near the southern terminus of Reiner Street.

A five story parking structure will straddle the BART yard and will be located adjacent to and west of the station building. Total parking capacity will be 1,400 cars. The parking structure plan provides for two vehicular access points. The primary auto entrance/exit points to the garage will be located in the center of the west facade, consisting of a four-lane 150 foot long bridge over the BART yard to F Street. The second vehicular access point will be on the northeastern corner of the parking structure. The second level of the parking structure will connect to a 500 foot long pedestrian bridge which will extend into the SamTrans park-and-ride lot, and pass over F Street.

Adjacent to the station on the northeast side will be a combined kiss-and-ride and bus loading and turn-around area. In the evening peaking hour, this area is expected to serve a projected 60 buses (120 one-way trips) and 415 kiss-and-ride passengers (830 one-way trips). Twelve bus stalls would serve eleven bus routes to meet SamTrans' bus operation requirements.

SamTrans Park-and-Ride Lot

SamTrans' property is now used as a park-and-ride facility and bus transfer station. The 7.5 acre parcel is relatively flat and will be a key entry point to BART once the station is built. SamTrans has indicated an interest in redeveloping the site to more intensive uses in the future, as part of a system-wide plan to better utilize SamTrans properties. Its proximity to BART, I-280, and the Seton Medical Center make it an ideal candidate for a mix of office and commercial uses. Both the Colma Area Plan and the Daly City General Plan designate the site for office/commercial uses. If the site were redeveloped, a minimum of 756 parking spaces would need to be provided in the new project, probably in a parking structure.

Market Trends

A market study was prepared as part of the preparation of the Specific Plan to ensure that the Land Use Plan was realistic and could be achieved within the 20 year planning timeframe. Key findings of this study include:

Residential: Overall, demand for residential development in the Specific Plan study area could be as high as 3,400 units through the year 2005. In the short term (1990-1995), demand for rental housing will be stronger than for-sale housing. However, after 1995, demand for both types of units is expected to equalize. For-sale housing demand projections indicate a need for up to 1,700 units by 2005 (primary market area + 5% of secondary market). These units could be provided in a mix of townhouses and condominiums at prices affordable to lower and moderate income households. Rental housing demand is estimated to be approximately 1,677 units by 2005, and would most likely be provided as 1, 2 and 3 bedroom apartments, with emphasis on larger units to meet the demand for family housing. A need for rental units affordable to lower income households is also indicated.

Retail: Total demand for new retail space within the Specific Plan study area was projected at approximately 200,000 to 300,000 square feet. This does not include approximately 100,000 square feet of existing commercial space presently located along San Pedro Road and surrounding the Mission/El Camino/San Pedro intersection. Retail for BART patrons could absorb approximately 6,250-12,500 square feet of the total additional retail space demand. A retail center of a variety of local- and regional- serving uses would comprise the remaining 193,750 to 293,750 square feet.

Office: Projected major tenant (Class A) office demand for the Specific Plan area is between 80,000 and 225,000 square feet after 1995, to the year 2005. This could be provided either as single or multi-tenant buildings. Up to 50,000 additional square feet of smaller professional office space (Class B) could be provided in conjunction with ground floor retail. Such space would provide opportunities for small professional offices and other local-serving businesses.

Traffic and Circulation

Studies of future traffic conditions indicate that a number of key intersections and street segments will require additional improvements to accommodate traffic generated from existing development, as well as projected traffic from the planned BART Station. These improvements are being funded and constructed through a variety of mechanisms, including BART and SamTrans funds, Federal funds, and development-related fees. The introduction of additional traffic generated from the Specific Plan-related development is the primary issue of relevance to

the this study. A more detailed discussion of future traffic conditions and necessary improvements is discussed later in this report, under Transportation and Circulation Policies.

Public Services

Because the study area is within the jurisdiction of both Daly City and San Mateo County, a variety of agencies provide public services to local residents and businesses, as follows:

Fire Protection: Daly City Fire Department and the Colma Fire Protection District. The closest Daly City station is Fire Station #2 which is located 1.7 miles to the north along El Camino Real. The Colma Fire Projection District's only station is located within the study area along Reiner Street. It serves the unincorporated area, as well as the Town of Colma and the unincorporated Broadmoor community.

Police Protection: Daly City Police Department and the Broadmoor Police Protection District. Daly City's police station is located in the civic center facilities. The Broadmoor Police Station is located roughly a quarter mile west of the study area and serves the unincorporated Broadmoor community and the study area.

Parks and Recreation: Daly City Parks and Recreation Department provides the only active recreation facilities applicable to this area. The County has a Park and Recreation Department, but its charge is to maintain very large regional parks. There are no public parks within the study area, although the play fields at Jefferson School serve many area residents. Daly City's goal is to achieve 3 acres of park land/1,000 residents.

Infrastructure

Development of the study area should not be restricted by lack of infrastructure serviceability, however, significant utility system upgrades and extensions will be needed for water distribution, wastewater collection, and particularly for storm water drainage. These issues are discussed in greater detail later in the report.

Plan Objectives and Policies

Vision



Figure 7: Aerial View of BART Station and Surrounding Uses.

The intent of the BART Station Area Specific Plan is “place-making.” This BART station, the first new station to be built in 25 years, is an ideal opportunity to demonstrate how well a large region-serving transportation facility can be integrated into an urban fabric and used to generate commercial activity and housing demand that will both foster transit ridership and create a sense of community. Instead of the barren expanses of asphalt that surround many of the Bay Area’s existing BART stations, the Colma BART station area will be a focal point for neighborhood activity and a draw for regional visitors. It will facilitate transportation options by providing a strong support-base of transit riders from surrounding residents and office-workers, as well as demonstrate the effectiveness of strategically placed pedestrian linkages, commuter drop-off areas, and new roadway connections to draw two physically separated areas together.

Change will occur in the study area with the advent of the Colma BART station. The BART Station Area Specific Plan is intended to channel this inevitable change into creating a community that reflects the common goals of Daly City and San Mateo County - a densely developed, mixed-use, pedestrian-oriented neighborhood that is compatible with the character of surrounding neighborhoods. It intends

to take advantage of the site's location to encourage land uses that can support transit ridership, yet take advantage of good freeway access. It provides an improved street network that will funnel BART patron and commercial traffic to the freeway, while protecting residential neighborhoods and providing direct connections to local destinations. And, it provides a series of public spaces designed to fulfill open space needs of new residents, as well as establish a strong public presence in the midst of private investments.

Most importantly, the Specific Plan for the BART station area will be achievable because it is grounded in a sensitivity to the market and an understanding of current fiscal constraints and development practices. New retail uses will strategically augment and support the current neighborhood-serving emphasis of local businesses; new office development will provide opportunities for both small and large businesses; new housing types respond to demonstrated market demand for housing affordable to lower and moderate income households of various sizes. In other words, the BART Station Area Specific Plan has been carefully crafted to avoid the pitfalls of other similar large-scale planning projects, by creating a flexible framework that can respond to emerging market niches.

Plan Overview

As envisioned, the BART Station Area will emerge as a vital urban center in northern San Mateo County. A mix of moderate and high density housing, local and community shopping, and offices within proximity of the planned BART Station will transform an amalgam of disconnected and underutilized parcels into a neighborhood of distinction and attractiveness.

The Specific Plan accomplishes this goal by respecting and maintaining key existing uses in the study area and respecting the best urban elements of the surrounding Daly City and Colma communities. The plan also introduces new land uses and transportation improvements that acknowledge the changes that will occur with the advent of the BART station. It channels these changes into a cohesive plan that, over time, will encourage the area to evolve into a distinct, attractive and functional neighborhood.

San Pedro Road will be reinforced as a local-serving shopping street oriented toward small businesses and pedestrians. New buildings will emulate the characteristics of existing buildings along the street's southern frontage by placing small-scale retail on the ground floor, with upper stories devoted to residential uses. This pattern will be reflected on the north side of the street to further establish San Pedro

Road as an important local shopping destination, where shoppers can get out of their cars and walk along pleasant retail streets.

The area to the west of BART along Junipero Serra Boulevard and extending to Hill Street will emerge as a commercial/office corridor by taking advantage of freeway access and visibility, as well as proximity to the BART station. Sites are provided for neighborhood- and community-serving retail uses that benefit from both auto and pedestrian traffic, as well as small-scale professional offices in conjunction with retail facilities, and large-scale office uses on the SamTrans site that have the potential to provide a major employment hub at this BART station. In addition, a formal "kiss-n-ride" facility will be developed at the terminus of BART's pedestrian bridge to encourage commuter drop-offs west of the station.

El Camino Real will transition over time to a grand residential boulevard. New moderate and high density housing suitable for households of various sizes and income levels will line both sides of the street creating a distinctive character to this segment of the historic roadway. To the west of El Camino Real, high density housing will terrace with the form of the hills up to and around the BART station entrance; to the east, small apartment buildings will provide a transition to adjacent single-family neighborhoods. This urban housing will be designed to resemble a series of row houses or small apartment buildings, similar to those in the area now. Entries, bays, and sun porches will dot the facades, reflecting the architectural rhythm of the surrounding neighborhoods. New public parks and plazas will provide open space amenities for new residents. A grand pedestrian stairway, lined with retail shops, will extend from El Camino Real to the east entrance of the BART station, enticing pedestrians into a unique urban environment.

At the perimeter of the study area, particularly north of San Pedro Road, housing types and commercial uses will gradually transition to blend with the quality of the existing city fabric. Small-scale infill will be the primary development strategy. Finally, the plan supports re-opening Jefferson School and protecting Holy Angels Church.

An emphasis has been placed on making new and existing uses accessible by foot, bike, transit, or auto. New development located directly adjacent to BART will be linked to the station via a network of public spaces, such as stairways, paths, plazas, and new streets. Buildings will acknowledge the significant public investment that BART represents by orienting entries and facades to these public rights-of-way, as well as create an attractive urban neighborhood. Street improvements are designed to establish a hierarchy of travel routes which serve to funnel BART patron traffic to the freeway quickly and efficiently out of the area, minimize impacts on residential

neighborhoods, maintain access for emergency vehicles, and provide safe and attractive walking routes, as well as knit together currently disconnected portions of the study area. Two additional "kiss-n-ride" facilities, with associated public plazas, will be placed on either side of the BART station to improve commuter access to transit, and to stop some auto trips from entering the heart of the neighborhood.

The land use and circulation components of the BART Station Area Specific Plan are described in Table 2 and illustrated in Figures 9 and 10. Key characteristics of the land use designations are as follows, with additional detail provided in the Design Guidelines section of the plan.



Figure 8: New Retail and Office Uses West of BART.

Table 2: Land Use Designations



High Density Residential

(25-55 du/net ac; typical height: 3-4 stories)

High Density Residential areas typically include townhouses, apartments and condominiums.

Units are often constructed over structured parking.



Ground Floor Retail

Within the High Density Residential designation, small-scale neighborhood commercial uses are required as shown.



Medium Density Residential

(12-25 du/net ac; typical height: 1-3 stories)

Medium Density Residential areas include multi-family units such as duplexes, townhouses, and small apartments or condominiums with surface parking.



Low Density Residential

(6-12 du/net ac; typical height: 1-2 stories)

Low Density Residential areas include small lot single family units, duplexes, and secondary units.



Park and Open Space

This designation applies to public parks, plazas, pedestrian connections, and other open spaces such as the Hetch-Hetchy right-of-way.



BART

This designation applies to BART's station, parking structure and service yard.



Kiss-n-Ride

Locations where passenger drop-off facilities are required.



Mixed-Use Commercial/Office

(Typical height: 1 to 2 stories; Lot Coverage 35% to 60%)

This designation describes areas where commercial uses are permitted at street level and office uses are permitted above.



Office/Convenience Retail

(Typical height: 2-6 stories; Lot Coverage 75% to 100%)

Office uses permitted under this designation cater to moderate and larger tenants. SamTrans Park & Ride facilities are also permitted. Structured parking is encouraged. Required locations for Ground Floor Retail are shown with a ▲



Neighborhood Commercial (Residential Above)

(Typical height: 1-3 stories); Lot Coverage: 40% to 60%)

This designation describes areas where small-scale neighborhood commercial uses are permitted at street level and up to two stories of residential uses are permitted above.



Neighborhood Commercial

(Typical Height: 1 story; Lot Coverage: 35% to 60%)

The Neighborhood Commercial designation permits moderate expansion of existing local-serving retail.



Public and Institutional

Public and Institutional uses include schools, the church, fire station, and police station.

Church

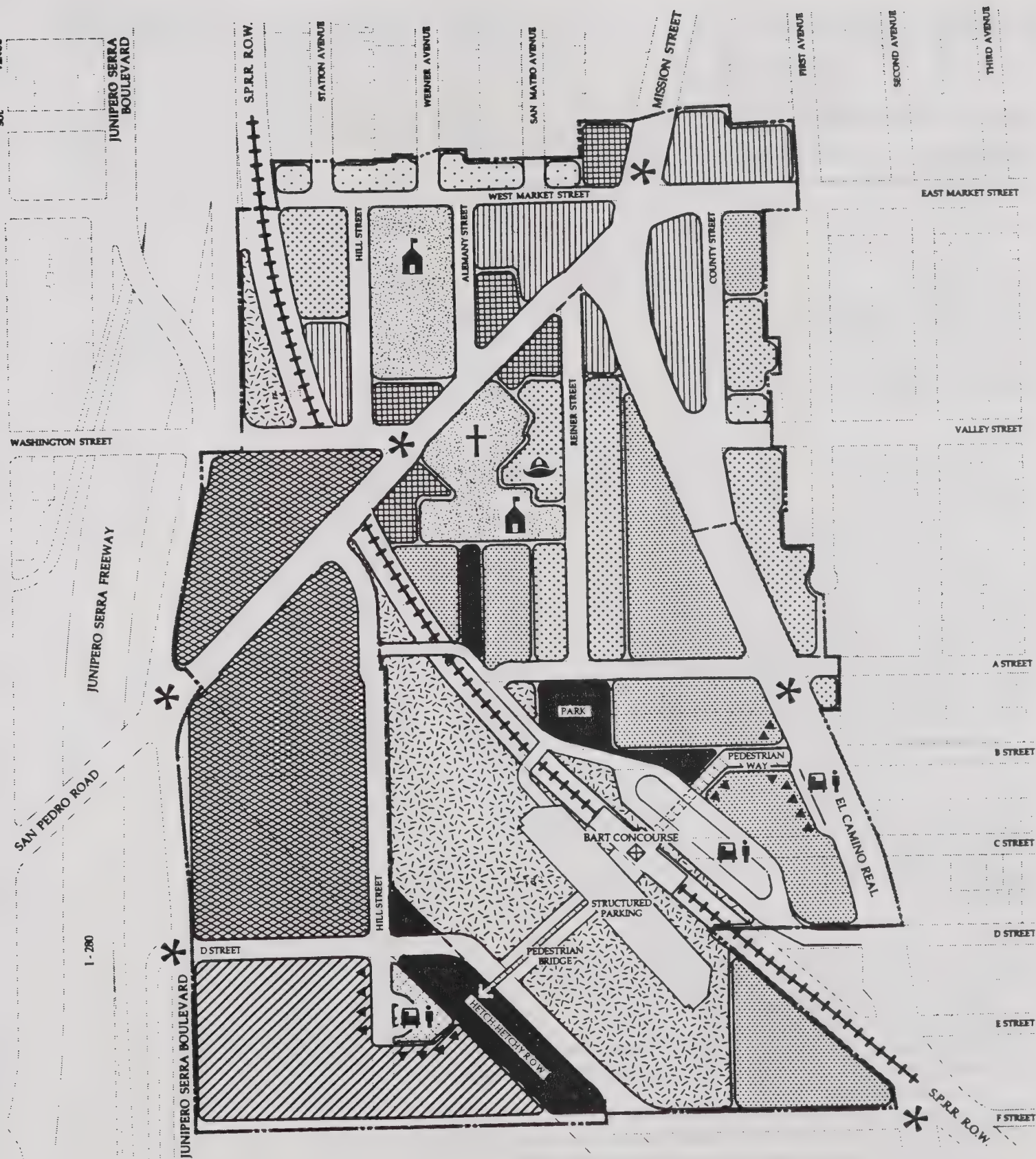
School

Fire Station



Important Pedestrian Crossings and Gateways

This symbol identifies places where generous pedestrian crossings should be provided and special features or signage are required.



CALTHORPE ASSOCIATES
AND
DAVID E. MILLER
WITH
BAY AREA ECONOMICS
FEHR & PEERS ASSOCIATES, INC.
ZACKERMAN ENGINEERING
DONALD BALLANTI
ILLINGWORTH & BODKIN, INC.
HENN ETZEL & MELLON

LAND USE PLAN

BART STATION AREA SPECIFIC PLAN

DALY CITY AND SAN MATEO COUNTY, CALIFORNIA

FOR
SAN MATEO COUNTY • DALY CITY • SAM TRANS



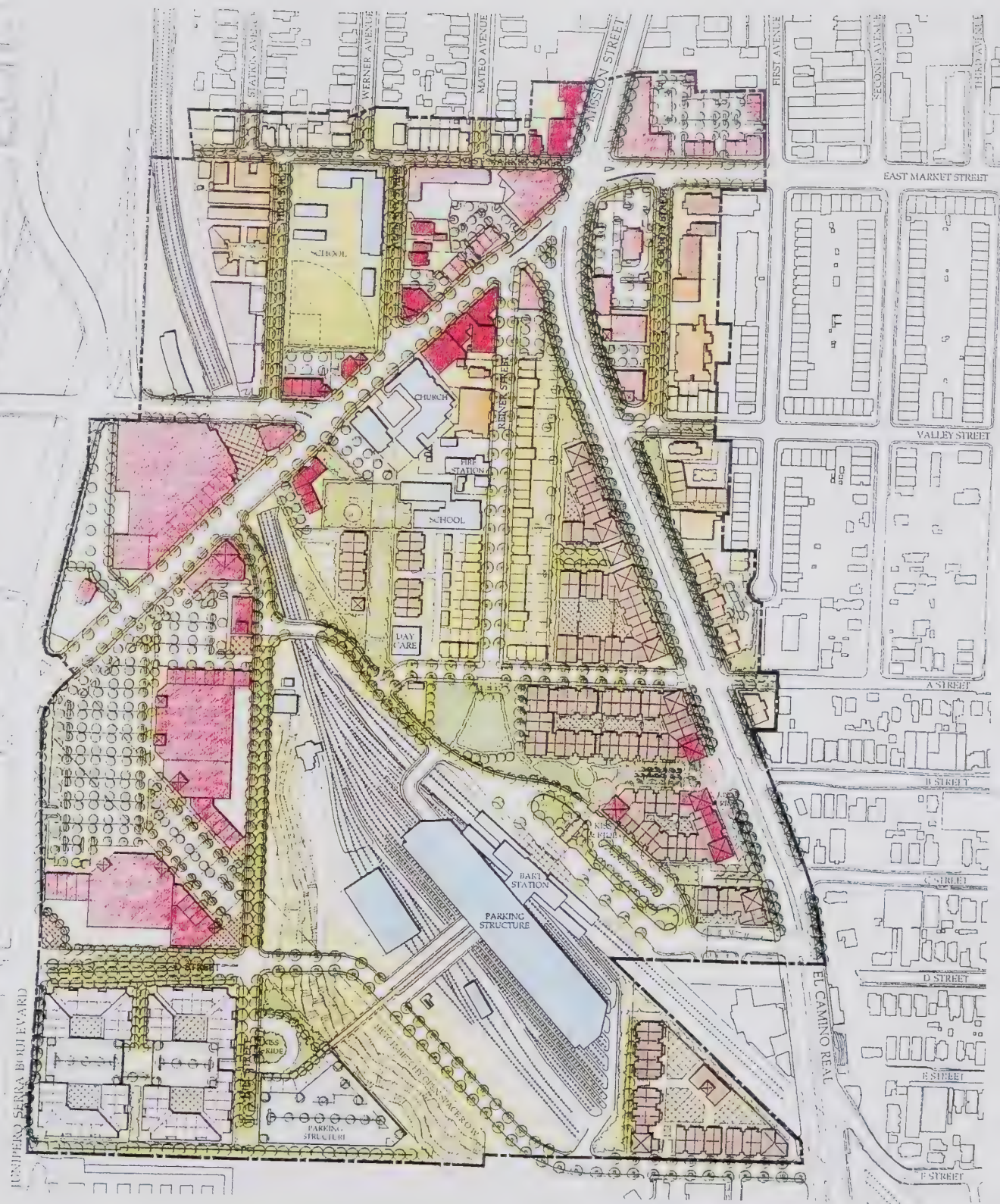
Table 3: Plan Buildout Summary

The following is a summary of potential buildout of the Specific Plan.
For a detailed breakdown of uses for each sub-area, see "Appendix B."

Residential Uses	Density	Acres	Max. Units	Max. Residents
High Density (25-55 du/ac)	55	13.5	743	
Medium Density (12-25 du/ac)	25	9.1	228	
Low Density (6-12 du/ac)	12	1.7	20	
Neigh. Comm. w/ Res. Above	25	3.4	85	
Total Residential (3)		24.3 ac	1075	2828
Commercial & Office Uses	F.A.R.	Acres	Max. Square Feet	Max. Employees
Neighborhood Commercial	0.25	6.3	68,600	152
High Density Residential	0.50	1.8		
Ground Floor Retail (for resid. see above)			12,900	29
Neigh. Comm. w/ Res. Above	0.50	1.6		
Ground Floor Retail (for resid. see above)			11,500	26
Mixed-Use Comm. w/ Office Above	0.35	14.1		
Ground Floor Retail			154,200	343
Upper Floor Office (Class B)			60,000	240
Office/Convenience Retail	0.90	8.4		
Conv. Retail (BART/Office Patrons)			20,000	44
Office (Class A)			309,300	1,237
Total Commercial & Office		30.4 ac	623,600	2,042
Total Commercial			254,300	565
Total Office			369,300	1,477
Public Uses		Acres		
Public and Quasi-Public		3.6		
Parks and Plazas		2.7		
Open Space and Public Easements		2.5		
Total Public		8.8 ac		

Notes:

- (1) This table summarizes the maximum development permissible under the Specific Plan Land Use Plan. Actual development is likely to be less than this maximum, because some existing uses may remain and maximum densities will not be used in every case.
- (2) Maximum Residents assumes ABAG 1990 Household size projections of 2.63 pp/hh.
- (3) Employee generation based on Colma Area Plan; assumes 450 s.f./retail employee and 250 s.f./office employee.
- (4) "Neigh. Comm. w/ Res. Above" acreage counted with commercial and not residential.
- (5) "Total Commercial and Office" includes existing commercial development. Of the approximately 400,000 sf. of existing commercial space, roughly 100,000 s.f. is likely to remain.
- (6) BART Station and Equipment Yard do not appear in these statistics.



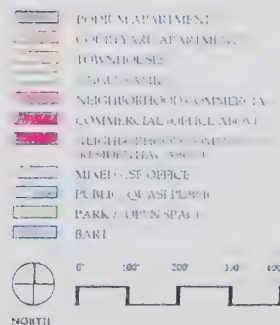
DAVID E. MILLER
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CALTHORPE ASSOCIATES, P.C.

WITH
DAY AREA ECONOMICS
FEHR & PEERS ASSOCIATES
ZIGTERMAN ENGINEERING
DONALD BALLANTYNE
HILLINGWORTH & RODKIN, P.C.
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ILLUSTRATIVE PLAN

BART STATION AREA SPECIFIC PLAN
DALY CITY AND SAN MATEO COUNTY, CALIFORNIA

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Land Use and Community Character



Figure 11: Public plaza at the base of pedestrian stairway.

The Land Use Plan provides opportunities for over 1,100 new residential units located primarily east of the BART station in the area bounded by San Pedro, El Camino Real and F Street. These units would be located in buildings typically 2 to 4 stories in height, with subsurface or podium parking. Buildings will terrace up the hillside that parallels El Camino Real and cluster around the eastern BART station entrance. The intent of this strategy is to provide the greatest number of units in a location highly accessible to BART. A pedestrianway extending from El Camino Real to the BART Station entrance allows commuters to easily access the station. With the exception of maintaining the single-family homes along West Market Street, the remaining residential uses are in the Medium Density category. These townhouses, duplexes, and small apartment buildings would generally be located at the periphery of the study area and would act as a transition zone to the surrounding single-family neighborhoods to the north and east.

Ground-floor neighborhood-serving retail space is identified along both sides of San Pedro Road, as well as at either end of a pedestrian stairway extending from a kiss-n-ride facility located at A Street and El Camino, to the eastern entrance to the BART station. This walkway would be lined with small cafes and convenience shops that cater to both BART patrons and residents of the surrounding apartment buildings. Additional Neighborhood Commercial uses would be limited to existing commercial space located around the Mission/El Camino Real/San Pedro intersection and the Asian market at Hill and Washington Streets. Each of these locations are allowed to expand or renovate, provided the Specific Plan's design and parking standards are met.

Larger scale retail and office uses are located to the west of the BART station, adjacent to Junipero Serra Boulevard and I-280. Here, a complex of 4 to 6 story office buildings with structured parking could be developed on the SamTrans park-and-ride lot. Ground floor convenience retail shops would face a new kiss-n-ride facility located at the western terminus of BART's pedestrian bridge. Additionally, the current site of Lucky's Supermarket and the Serra Bowling Alley could be redeveloped into a mix of large and small retail uses with upper story professional offices. Similar uses would be permitted on the site of the large former warehouse located on the triangle bounded by Washington, San Pedro, and Junipero Serra. The design and configuration of these uses would bring smaller shops and plazas to either the street edge or to primary pedestrian routes in a manner that mimics that of the new uses east of the BART station.

Public plazas are to be provided in conjunction with new kiss-n-ride facilities located east of the BART station, at El Camino Real and B Street, and west of the BART station at the terminus of the planned pedestrian bridge. A new park is planned at the terminus of Reiner Street. The potential re-opening of Jefferson School would be supported.

Land Use and Community Character Objectives

- Create a vibrant urban community that is compatible with the urban form and function of existing adjacent neighborhoods in Daly City and Colma.
- Cluster a mix of intensive and interdependent land uses around the BART station to encourage transit use and create a vibrant and active center for the community.
- Connect and tie the BART station and surrounding land uses together into a community where land uses complement and support one another.
- Provide a range of housing opportunities for different household types and incomes.
- Encourage attractive development which gives the area a strong and positive image, accentuates the area's hills and views, and emulates the architectural styles of the oldest buildings in the surrounding area.
- Provide a framework that encourages public and private cooperation and investment in accordance with the goals and objectives of the Specific Plan.

The study area is made up of four distinct sub-areas:

- West of BART
- East of BART
- East of El Camino Real
- North of San Pedro Road/Washington Street

The following policies address land use issues specific to each of these areas.

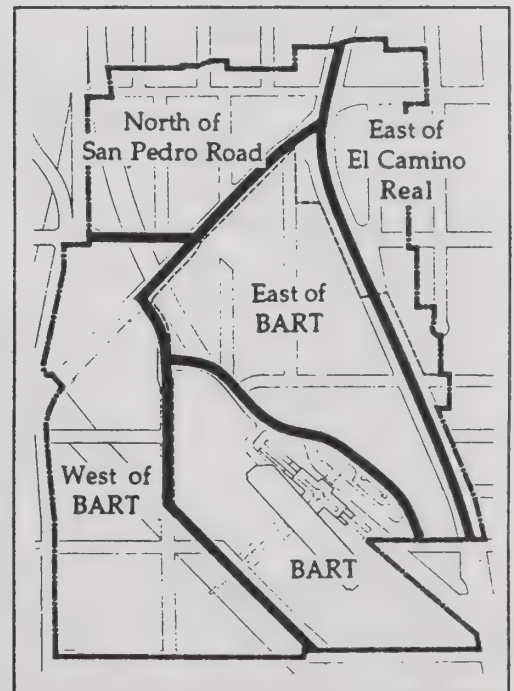


Figure 12: Study Sub-Areas

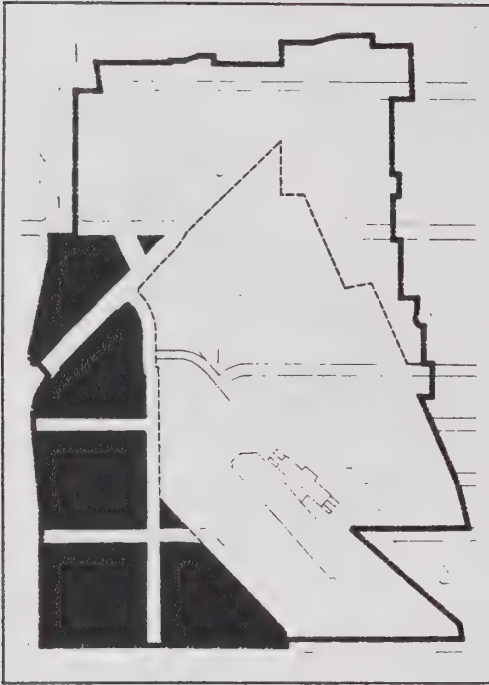


Figure 13: West of BART Sub-Area

West of BART

The area west of the BART station is the most visible portion of the site that can be seen from the freeway and by BART patrons. It includes the largest parcels with the greatest flexibility in terms of future land development. New commercial and office land uses will capitalize on the freeway visibility and easy access, as well as the transit orientation of the area. As shown on the land use plan, two primary land use types are proposed:

- **Office/Convenience Retail:** in the future the SamTrans site may redevelop with a mid-to high-rise office complex with convenience retail uses facing onto a “kiss-n-ride” facility to be placed at the terminus of BART’s pedestrian bridge.
- **Mixed-Use Commercial/Office:** an improved shopping center is proposed on the two blocks bounded by Junipero Serra, D Street, Hill Street, and San Pedro Road. Existing uses include Lucky’s supermarket, the Serra Bowl bowling alley, a small nursery, and two homes. The plan takes advantage of the high sales volume of Lucky’s, and assumes some expansion capacity, as well as provision of additional ancillary shops and potentially a new anchor tenant.

This designation is also applied to the triangular shaped parcel north of San Pedro Road. If the site is redeveloped in the future, new uses would be required to meet Specific Plan design guidelines and standards.

The following land use policies apply to this sub-area:

Land Use

1. Designate parcels between I-280/Junipero Serra Boulevard and Hill Street, west of the BART station, for commercial and office uses in order to take advantage of this area’s convenient freeway access and transit visibility.
2. Designate the parcels bounded by Junipero Serra, D Street, Hill Street and San Pedro Road for Mixed-Use Commercial/Office. These uses would allow expansion of the existing Lucky’s supermarket, as well as additional new anchor and ancillary shops and upper story professional office space.
3. Designate the SamTrans parcel for Office/Convenience Retail uses, as well as a “kiss-n-ride” facility. SamTrans will continue to provide a minimum of 756 spaces for transit parking on this site until the need for park-n-ride is determined to be diminished or

unnecessary. If economically feasible, these spaces could be provided as part of a joint development project on the site.

4. Designate the site bounded by San Pedro Road, Washington Street, and Junipero Serra Boulevard for Mixed-Use Commercial/Office. If this site is redeveloped in the future, all Specific Plan design, parking and density standard will be enforced.

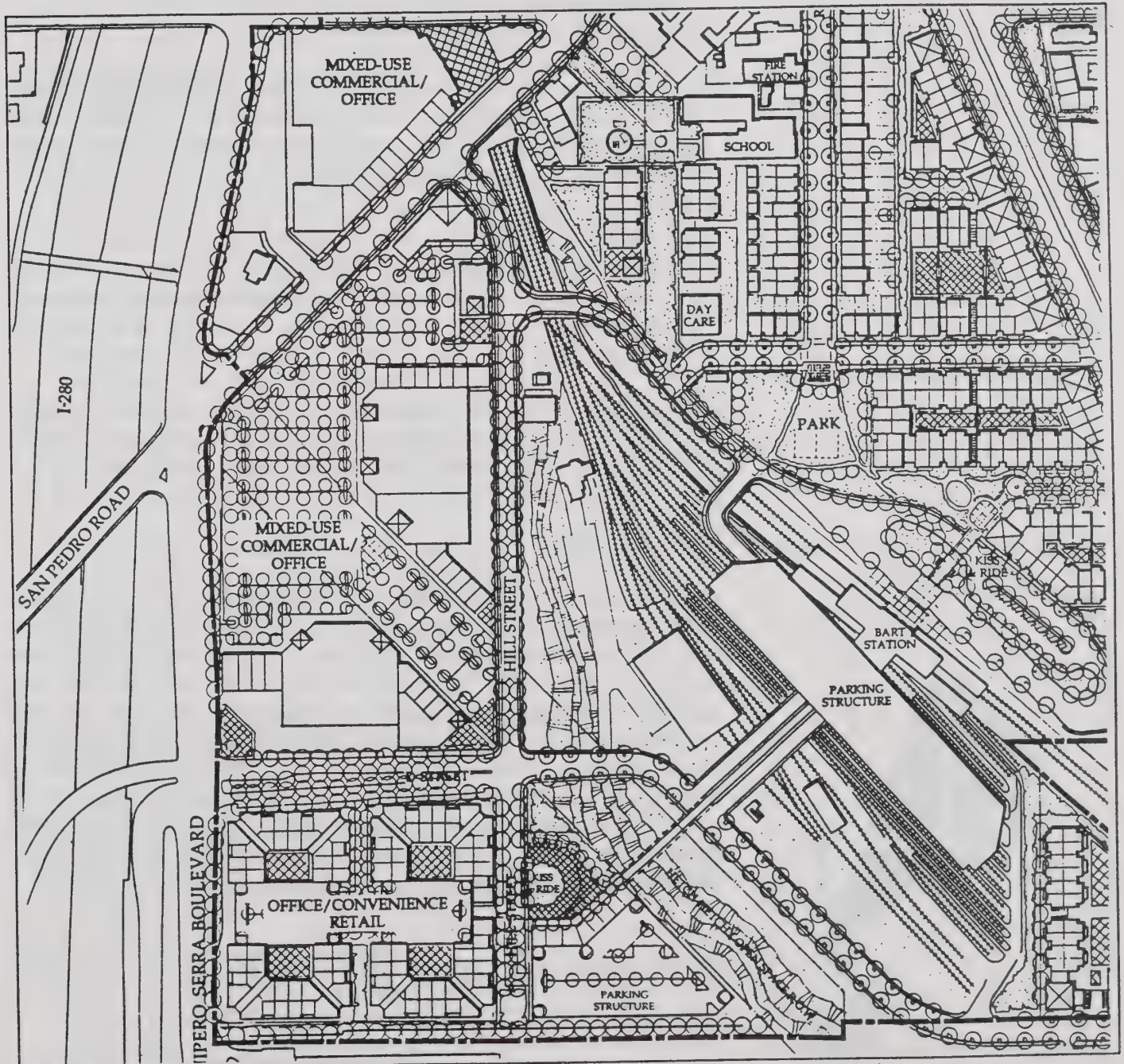


Figure 14: Commercial and Office uses are placed adjacent to BART and with easy access to I-280.

Building Orientation and Design

5. Design new buildings and any building renovations in this area to attract automobile traffic from the freeway and Junipero Serra Boulevard, but also to create a visible pedestrian-oriented emphasis in order to draw patrons from BART, office workers from the SamTrans site, and shoppers from San Pedro Road. Large anchor tenants may orient to Junipero Serra and centrally-located parking areas; small-scale ancillary shops must line pedestrian routes.
6. Convenience retail on the SamTrans parcel must face onto a kiss-n-ride facility placed at the terminus of the BART pedestrian bridge and provide a clear pedestrian connection across D Street to the Mixed-Use Commercial/Office area.

Parcel Aggregation

7. Encourage privately-initiated aggregation of parcels within the "Mixed-Use Commercial/Office" designation in order to provide efficient development sites that meet the needs of commercial tenants.
8. Encourage privately-initiated redevelopment of the parcels within the "Mixed-Use Commercial/Office" designation in order to achieve an effective and coordinated development plan.

East of BART

The area east of the BART station will primarily have a residential and local-serving shopping emphasis. While existing institutional uses will be protected, including the Colma Fire Protection District fire station and Holy Angel's Church and parochial school, parcels near the BART station entrance will be designated for High Density Residential. A new public park will be centrally located within the area to serve new residents. Commercial uses on San Pedro Road will be designated "Neighborhood Commercial (Residential Above)" to emulate the existing neighborhood-shopping character of the street. Reiner Street will be reinforced as a primary pedestrian connection from San Pedro Road and other neighborhoods to the north.

The following land use policies apply to this sub-area:

Land Use

1. Designate parcels in proximity to the BART station and El Camino Real for High Density Residential uses in order to stimulate

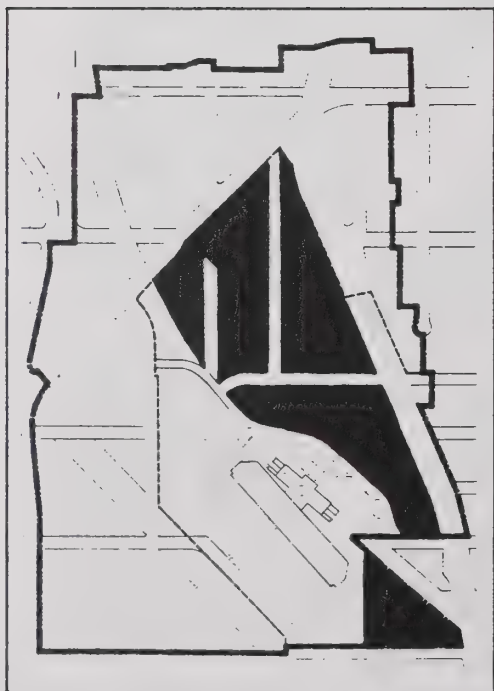


Figure 15: East of BART Sub-Area

transit use and provide a range of housing opportunities for a variety of household types.

2. Require small-scale ground-floor retail uses within High Density Residential developments at the eastern entrance to BART and at the El Camino terminus of the pedestrian stairway to provide convenience commercial opportunities for BART patrons and surrounding residents.
3. Protect and maintain the small-scale character of Reiner Street. Designate parcels on both sides of the street for Medium Density Residential uses.
4. As private redevelopment occurs in the future, maintain and reinforce the small-scale neighborhood shopping character of San Pedro Road, by designating the area Neighborhood Commercial (Residential Above) and permitting buildings with ground floor retail uses and optional upper story residential uses along both sides of this street frontage .
5. Designate Holy Angel's Church and parochial school as Institutional uses in order to protect and strengthen their role as major community-serving institutions. To provide flexibility in the future, designate the southern portion of the church's school playground for Moderate and High Density Residential uses to allow potential construction of church-sponsored housing.
6. Recognize and maintain the Colma Fire Protection District's station located on Reiner Street as an important public facility in the planning area. However, designate the parcel for residential use to allow construction of housing, if the District decides to relocate the facility.
7. Locate a new public park at the terminus of Reiner Street south of A Street to serve new study area residents.
8. If the mobile home park is privately redeveloped in the future, require preparation of a Mobile Home Park Conversion Impact Report per State and San Mateo County requirements, and permit development of High Density Residential uses.

Building Orientation, Type and Design

9. Orient new or renovated buildings toward the street in order to create a strong pedestrian emphasis throughout the area. Small-scale shops must provide numerous entries, windows and display areas at designated locations; housing must line streets with entries, windows, and balconies.

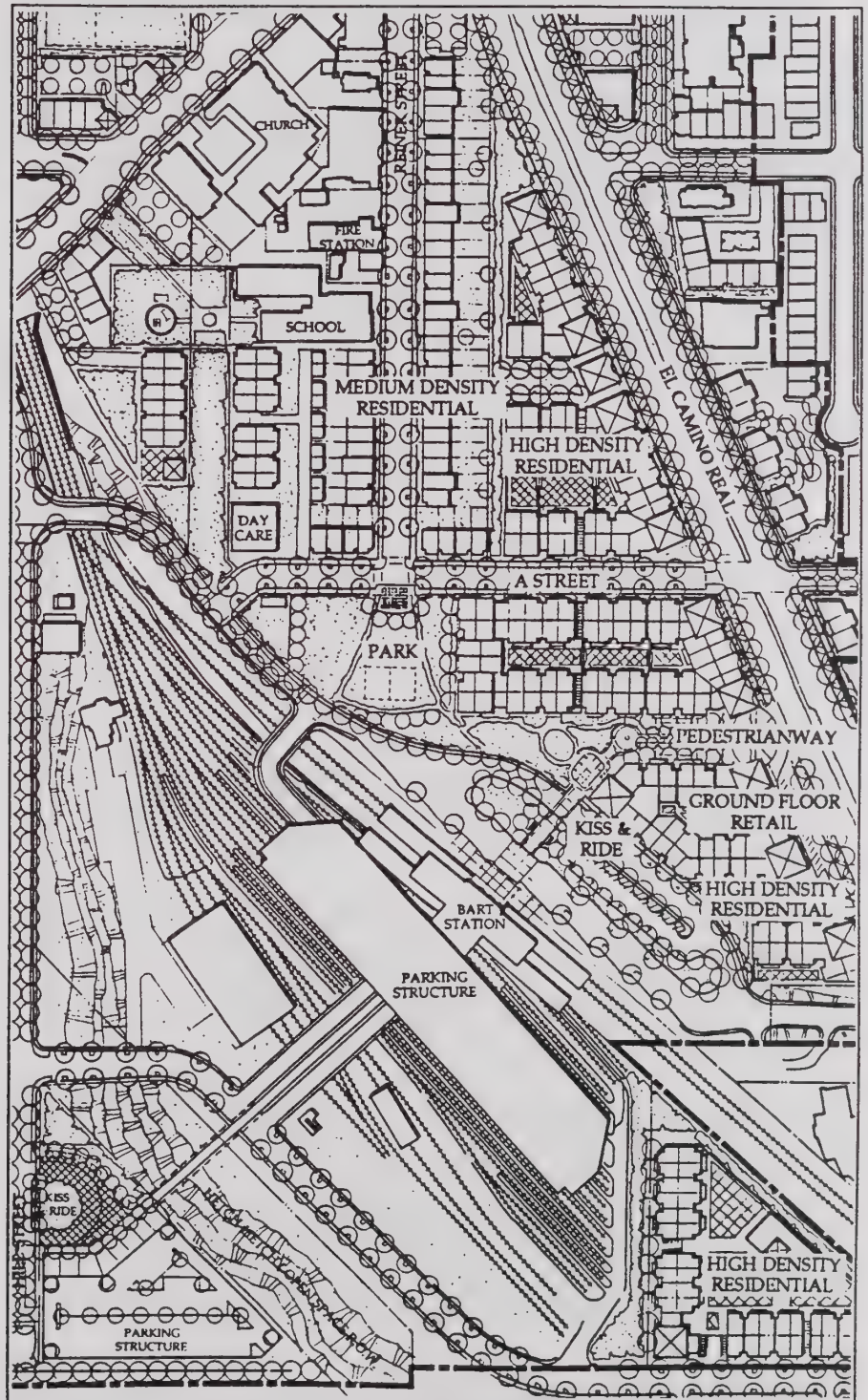


Figure 16: A mix of housing, retail, and public uses are placed within walking distance of BART. A pedestrianway extends from El Camino Real to BART.

10. On parcels designated High Density Residential, 3 to 4 story buildings over a podium of parking are the preferred housing type in order to maximize the number of housing opportunities within walking distance of transit. Courtyard apartments and townhouses are permitted where parcel sizes are too small to economically allow construction of larger building types.

Parcel Aggregation

11. On parcels designated High Density Residential, encourage aggregation of parcels in order to assemble adequate amount of land to build podium housing.

Housing Opportunities

12. Provide a mix of unit types and sizes in each residential development in San Mateo County to accommodate households of various sizes and income levels. To meet the demand for larger units suitable for families with children and extended families, in developments of 5 or more units, at least 25% of the total project units should have three or more bedrooms.
13. Require all developments in San Mateo County of 5 or more units to provide at least 20% of the total project units at rents or sales prices affordable to very low or low income households, as defined by San Mateo County General Plan Policies 14.5 and 14.6. To assist developers in meeting this requirement, offer density bonuses in accordance with the San Mateo County Density Bonus Ordinance (Chapter 1, Part VI, Division VI of the County Ordinance Code).
 - a. Developers of rental housing should strive to meet this requirement by providing at least 10% of the total project units at rents affordable to very low income households and at least 10% affordable to low income households.
 - b. Developers of for-sale housing should strive to meet this requirement by providing at least 5% of the total project units at prices affordable to very low income households and at least 15% affordable to low income households.
 - c. Require that affordable units be distributed throughout a development.
 - d. Require that affordable units be architecturally compatible and constructed concurrently with market-rate units in a development.

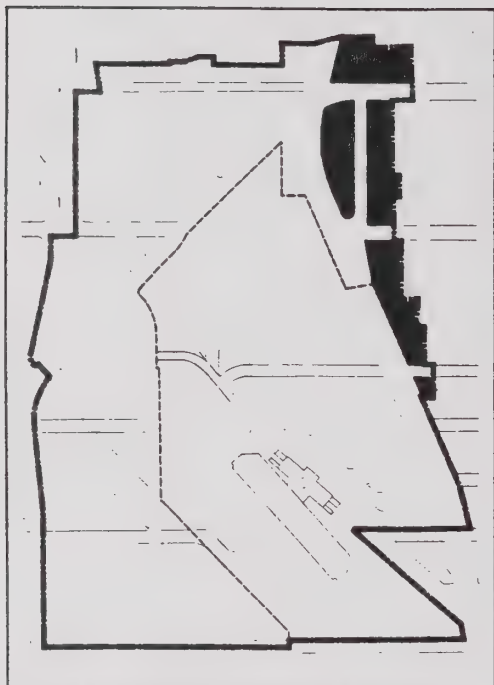


Figure 17: East of El Camino Real Sub-Area

e. Require that the mix of unit sizes and bedroom counts in the affordable units be proportional to the mix of unit sizes and bedroom counts provided in a development as a whole.

f. Assure that affordable units remain affordable through appropriate deed restrictions.

14. Encourage a mix of rental and for-sale new housing developments throughout the area.

East of El Camino Real

The area East of El Camino Real is intended to gradually transition from strip commercial uses to residential uses, although existing commercial uses north of Valley Street will be maintained.

Land Use

1. Reinforce the segment of El Camino Real within the Specific Plan study area as a residentially-oriented street. Designate parcels south of Valley Street for Medium Density Residential. Designate parcels to the north of Valley Street consistent with current development land uses and densities. Within the Medium Density Residential designation, small-scale apartments are the preferred housing type.
2. Permit expansion of Neighborhood Commercial uses along East Market Street to First Avenue.

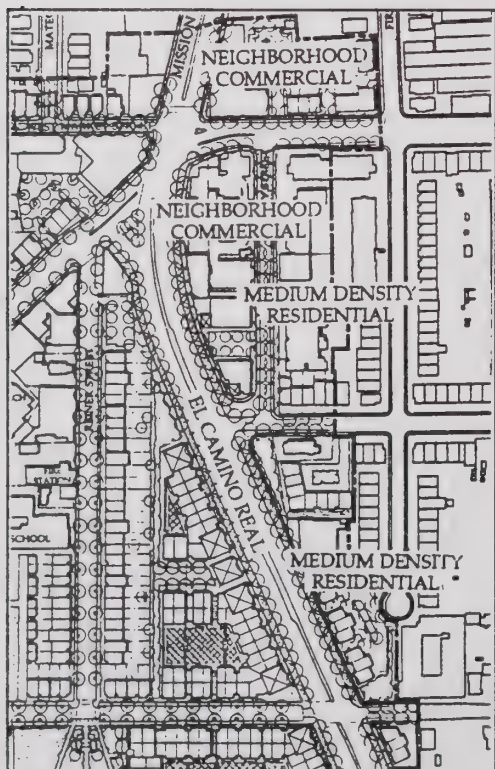


Figure 18: Illustrative Plan of East of El Camino Area

North of Washington/San Pedro

The overall concept for the area north of Washington and San Pedro is to encourage infill of vacant parcels in a manner consistent with the scale and density of surrounding residential and neighborhood commercial uses.

Land Use

1. Maintain and protect existing housing in this area. Designate the area for Low and Moderate Density Residential uses; maintain existing Neighborhood Commercial uses.
2. Permit modest amounts of infill on existing vacant lots at similar scale and density as surrounding housing.
3. Support re-opening of Jefferson School by maintaining the current Public Facility designation on this site.
4. Encourage parcels fronting on San Pedro to be redeveloped with buildings consistent with the Neighborhood Commercial (Residential Above) designation in order to complement the existing land uses on the south side of the street.

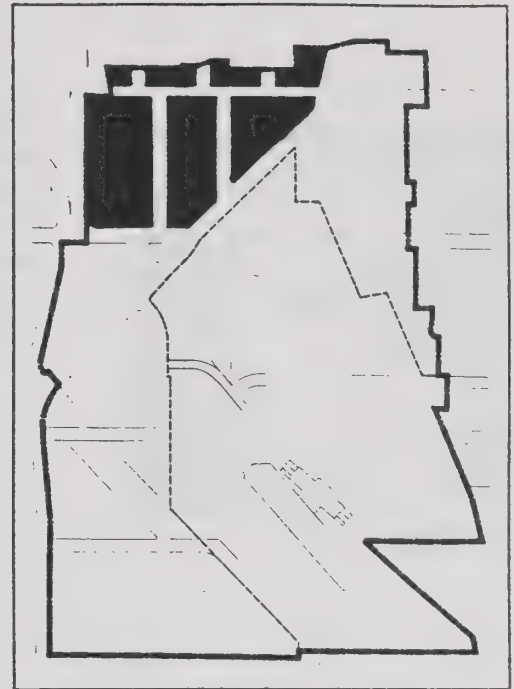


Figure 19: North of Washington/San Pedro Sub-Area

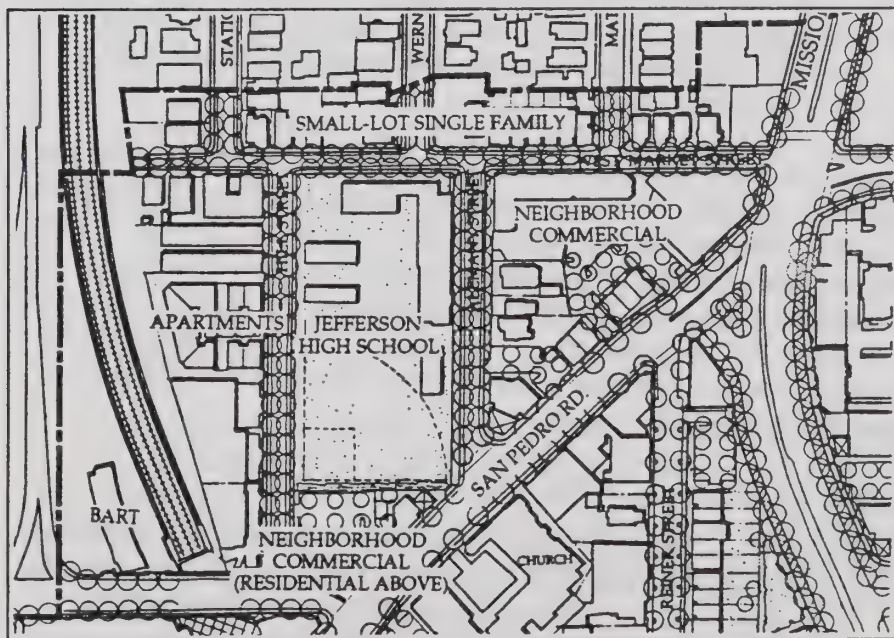


Figure 20: Illustrative plan of North of Washington/San Pedro area.

Transportation and Circulation

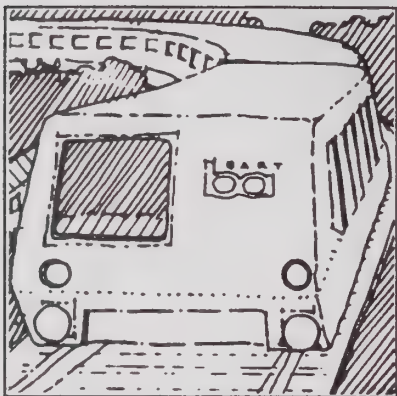


Figure 21: BART

The circulation system of the Specific Plan seeks to balance the need for efficient auto access in the area, with the desire to provide opportunities for walking and biking. It takes advantage of the area's proximity to BART and other transit systems to achieve important reductions in the number vehicle trips and overall amount of vehicle miles traveled in several ways:

- a mix of uses that allows residents, BART patrons and workers to link up commute and shopping trips;
- a network of streets and paths designed to provide the option of walking for some daily trips, thus reducing the number of trips made in cars;
- an interconnected street system that provides short connections to important shopping destinations and knits together currently disconnected portions of the study area, thus helping to reduce the overall amount of miles traveled;
- street improvements which serve to funnel BART patron auto traffic to the freeway quickly and efficiently out of the area, and
- additional "kiss-n-ride" passenger drop-off areas, placed at strategic locations, designed to encourage BART ridership and fewer park-and-ride commuters.

A series of street and intersection improvements are discussed in this report. In general, the vast majority of future traffic will stem from existing development and future BART-related traffic. Therefore, most planned improvements are required to solve congestion bottlenecks from non-Specific Plan-related development. Because the land use plan has been carefully designed to work well with both BART and local shopping, very few street and intersection improvements are required solely to serve these new uses.

Transportation and Circulation Objectives

- Develop an interconnected network of streets and comfortable pedestrian routes that provide direct links to BART and local shopping, without compounding traffic impacts from BART.
- To the maximum extent possible, plan streets, traffic patterns, transit routes, and signage to separate BART automobile traffic from local auto trips.

- Direct BART trips away from residential neighborhoods to minimize congestion, parking and safety impacts.
- Provide good and dependable access for emergency vehicles traveling in and out of the planning area.

Circulation Network Policies

Within the study area, D Street will serve as the primary western gateway, providing direct access to the BART parking garage, future office development on the SamTrans site, and new commercial and small-scale office development. El Camino Real will transition gradually to a "residential boulevard," while maintaining its function as a major regional north-south access route. San Pedro Road's existing small-scale commercial character will be reinforced; however, the street itself will continue to act as a primary gateway and access to Mission Street.

The following transportation and circulation policies apply to the entire study area:

1. Route traffic bound for Interstate-280 efficiently and directly via D Street and/or Junipero Serra Boulevard.
2. Direct BART drop-off trips from Interstate-280 to the kiss-n-ride facility west of the station in order to minimize informal stops and traffic to the bus turnaround area east of the station.
3. For trips on El Camino Real south of the study area, which originate or terminate at the BART parking garage, provide efficient and direct access via F Street.
4. For trips on El Camino Real north of the study area, which originate or terminate at the BART parking garage, provide efficient and direct access via D Street.
5. Direct BART drop-off trips from El Camino Real north-bound to the kiss-n-ride area at the SamTrans parcel at the western terminus of BART's pedestrian bridge. Direct BART drop-off trips from El Camino Real south-bound to the informal kiss-n-ride area provided along El Camino Real to minimize automobile traffic in the bus turn-around area.
6. Route traffic and provide circulation improvements to avoid further congestion at the El Camino/Mission/San Pedro intersection, by encouraging major traffic flow via F and D Streets between El Camino Real and Junipero Serra Boulevard.

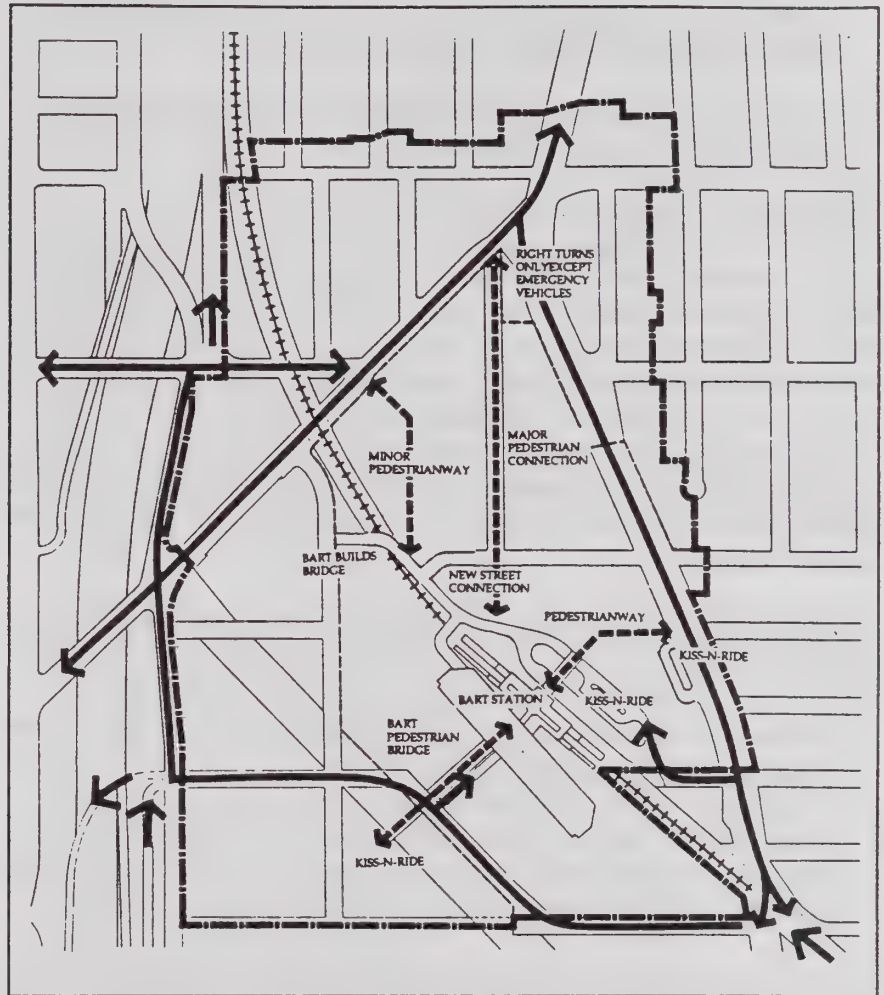


Figure 22: Streets and Pedestrian Connections

7. Extend A Street to connect with the bridge BART is constructing across their tracks to provided a direct link for new residents to the western portion of the study area, where local-serving shopping will be provided.
8. Provide traffic signals at the intersection of El Camino Real and A Street, if warranted.
9. Coordinate the timing of traffic signals along El Camino Real, San Pedro Road, Junipero Serra Boulevard, and D Street to improve the flow of traffic in the area and reduce congestion.
10. Minimize street and intersection widenings within residential areas, unless necessary to serve expected traffic volumes.
11. Add street trees, sidewalks and lighting along most streets in order to encourage walking and provide a safe neighborhood environment.

12. Limit truck traffic in the vicinity of West Market/Hill/Alemany in order to protect the residential character of this neighborhood.

Pedestrian Linkages

A key element of the BART Station Area Specific Plan is a network of pedestrian linkages. These routes provide travel options for residents to easily get to shopping, parks, and schools, as well as to BART. They also allow BART patrons and office workers to conveniently access shopping facilities.

The following policies govern pedestrian routes within the study area:

1. Create a public pedestrianway extending from the retail/informal kiss-n-ride located approximately at the B Street right-of-way at El Camino Real up the hill to align with the eastern BART Station entrance. This pedestrianway should be designed to provide a formal, clearly visible walking connection to BART. Design should include a combination of special paving materials and stairs; disabled persons access should be incorporated. Retail opportunities should accent the base and upper end of the walkway.
2. Reinforce Reiner Street as a primary north-south pedestrian connection to the BART Station.
3. Complete sidewalk improvements along El Camino Real between San Pedro Road and F Street with provisions for street trees and adequate bus stops.
4. Require sidewalks and street trees with all new street improvements in the area.
5. Improved crosswalks shall be provided at the following intersections:
 - A Street and El Camino Real
 - D Street and El Camino Real
 - Reiner Street with San Pedro/El Camino Real/Mission intersection improvements
 - San Pedro Road and Hill Street
 - D Street and Hill Street

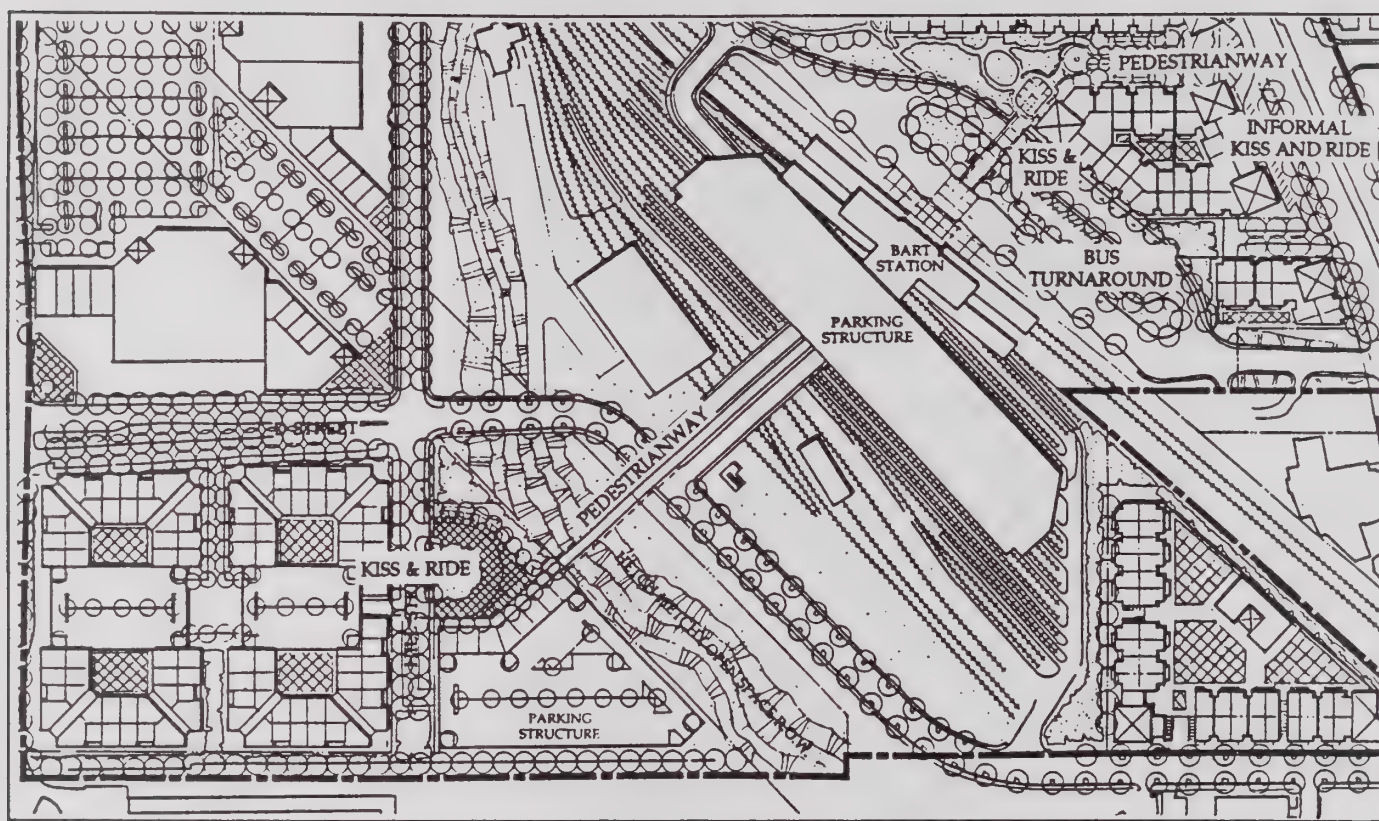


Figure 23: BART facilities and pedestrianway connecting El Camino Real with the BART station entrance.

6. Pedestrian connections to BART and local shopping are strongly encouraged to be included in private development plans. Recommended locations include:

- From the terminus of First Avenue to El Camino Real
- Along a portion of the mapped C Street right-of-way connecting to the BART station
- From the kiss-n-ride to be located on the SamTrans property to the central portion of the office complex
- From San Pedro Road, past Holy Angels Church to A Street

BART and Bus Operations

At this time the Colma BART Station is under construction and is expected to be completed by September, 1995. Presently the area is used as a train turn-around and maintenance facility. The station terminal and parking garage will serve as the end of the line facility to at least the year 2000, but an additional three stations will eventually connect the Daly City line to the San Francisco Airport.

The station and parking garage will be constructed on piers above the level of the tracks. The station itself will orient toward the east onto an extension of D Street. A five story parking garage will be built over the tracks to the west and will be connected to the SamTrans park-n-ride lot via a 500 foot long pedestrian bridge.

To the east of the station will be a bus turnaround and kiss-n-ride area. This will be the primary connection between proposed high density housing and BART. A special crosswalk will connect the pedestrianway to the eastern station entrance.

The following policies apply to the BART facilities and on-going bus operations:

1. Support extension of BART to SFO in a timely manner. This will serve to reduce traffic congestion in the study area.
2. Maintain an on-going relationship with BART to ensure adequate design review and follow through of the parking garage, station, platforms, bus turnaround/kiss-n-ride, and pedestrian bridge.
3. Work with BART to ensure that the bus turnaround/kiss-n-ride area is implemented as designed, specifically:
 - The specially paved walkway is constructed across all travel lanes to connect with the plaza/pedestrian stairway in the Specific Plan study area. The wider median and landscaped area is provided to allow pedestrians to safely cross the travel lanes.
 - The soundwall planned along the eastern edge of the extension of D Street will either not be constructed if the timing of adjacent development permits new buildings to act as soundwalls or should be designed in a manner so that it can be easily removed in the future and in fact will be removed.
4. Work with BART to ensure that the planned pedestrian bridge to the SamTrans park-n-ride lot is designed to permit construction of a kiss-n-ride area at its western terminus.

Kiss-n-Ride

Kiss-n-ride facilities are an additional mechanism to facilitate non-auto travel. Commuters can be dropped off at convenient and safe spots that are within a short walk to the BART station entrances.

The following policies apply to kiss-n-ride facilities:

1. Establish three kiss-n-ride drop-off areas to serve the BART station at the following locations:
 - To the east of the BART Station entrance, as planned by BART.
 - On the SamTrans property at the western terminus of the pedestrian bridge to the BART station.
 - At the intersection of El Camino Real and the B Street right-of-way (or depending on the final configuration, at the primary connection with El Camino Real). This drop-off area shall be informal; provided as on street parking for the ground floor retail uses located along El Camino Real.
2. Each kiss-n-ride area shall provide both convenient passenger drop-off space, short term parking spaces which can double as retail parking in off-commute hours, landscaping, and benches, telephones, and other furniture for waiting riders.

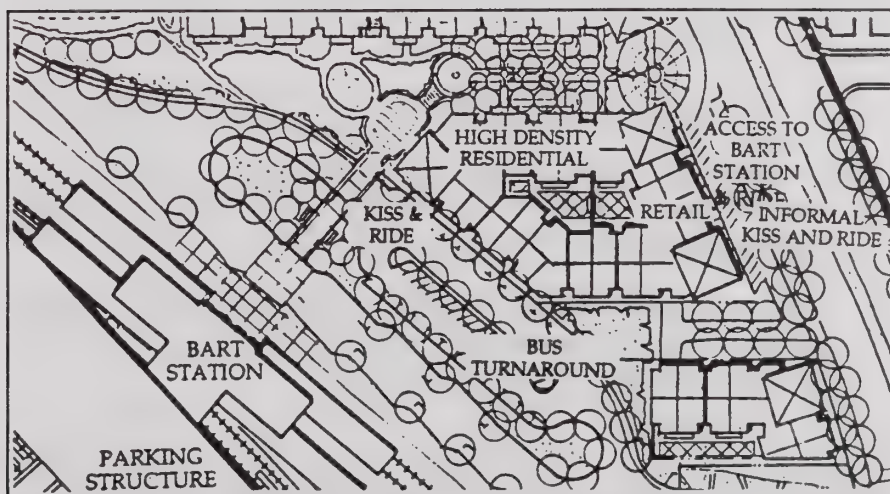


Figure 24: BART's Planned Kiss-n-Ride Facility, Pedestrianway, and Informal Kiss-n-Ride on El Camino Real.

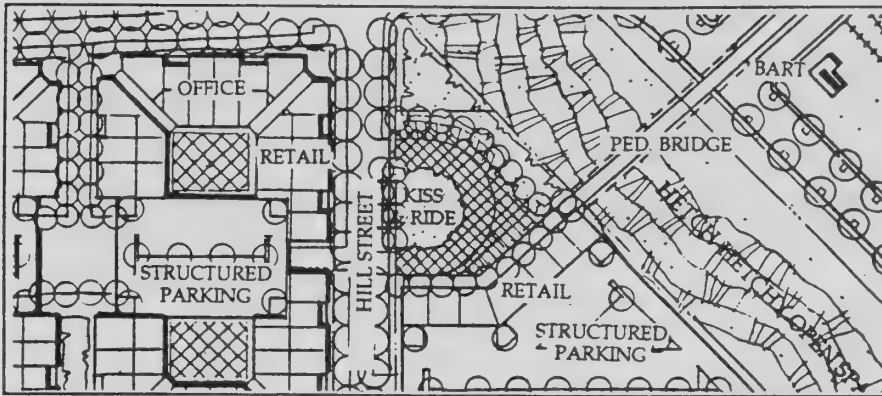


Figure 25: SamTrans' Kiss-n-Ride Facility near BART's Pedestrian Bridge.

Parks and Public Facilities

Parks and public facilities are the armature of public space within our communities. They are the common open spaces where people meet and the formal buildings which house community activities.

The study area already has a wide range of public facilities, many of which serve as local landmarks. Jefferson School, located along Hill and Alemany Streets, is exemplary of the importance we used to place on public buildings - its Mediterranean architecture and stately design set a standard for character in the surrounding neighborhood. While it is presently being used as a maintenance facility, renovations are being considered to permit its re-opening as an elementary school for local children. The Colma Fire Station, located along Reiner Street, is more than a working fire station, it is a community meeting place and focal point for social activities. Holy Angels Church, as well, serves as a physical landmark and a social and spiritual meeting place. Its parochial school draws students from the surrounding neighborhood and is an important center for families. The BART Station Area Specific Plan preserves these facilities. It provides strategies for their continued operation and opportunities for enhancement in the future.

The study area is, however, lacking in public open space. A new public park and several public plazas are proposed to provide recreation facilities and meeting places for local area residents and visitors. These parks are integrated into the overall community fabric and provided in conjunction with new housing or commercial development.

Parks and Public Facilities Policies

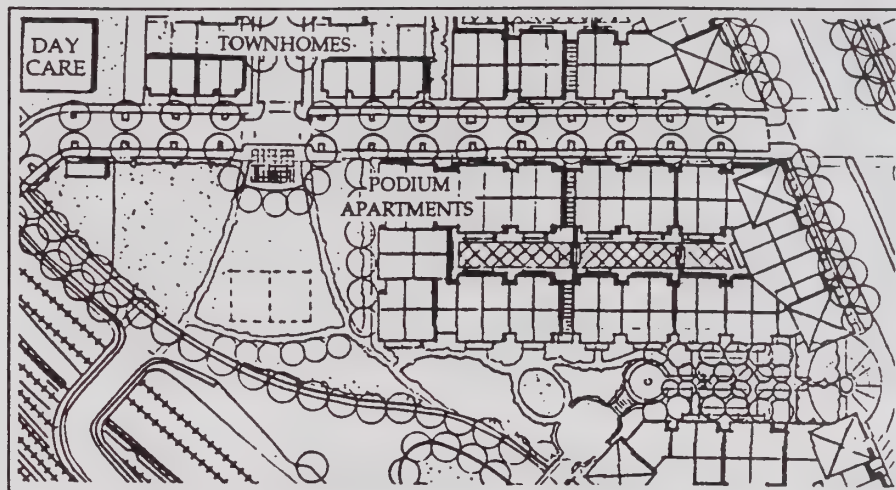


Figure 26: Reiner Street Park

Parks and Plazas

1. A public park shall be created at the terminus of Reiner Street south of A Street. This park shall include small recreation facilities (e.g. basket ball, bocci; tennis), children's play equipment, picnic facilities, and landscaped open space. Park design shall also ensure that through pedestrian access is provided from Reiner Street to the BART station entrance.
2. A privately maintained "green" shall be developed on the Alemany Street right-of-way, north of A Street, in conjunction with any future development on the Holy Angel's Church property.
3. Plazas shall be constructed at the following locations:
 - Where the pedestrian walkway connects with the BART Station entrance/bus turnaround area a plaza should create a dramatic public space.
 - At the SamTrans kiss-n-ride facility.
 - If Reiner Street is, in the future, closed to through traffic, a plaza should be developed in the former street right-of-way at its intersection with San Pedro Road.
4. Landscape and maintain the Hetch-Hetchy right-of-way, south of D Street and adjacent to F Street as permanent passive open space.

Fire

1. Continue existing fire protection services by the Daly City Fire Department and the Colma Fire Protection District, until the time, if ever, that the area is annexed to the City of Daly City.
2. Permit the fire station on Reiner Street and associated ambulance service to remain in their current location until an alternative site is available and desired by the District.

Police

1. Continue existing police protection services by the Daly City Police Department and the Broadmoor Police Department, until the time, if ever, that the area is annexed to the City of Daly City.

Schools

1. Encourage re-opening of the Jefferson School Site.
2. Support preservation of Holy Angel's Church parochial elementary school.

Day Care

1. Encourage provision of daycare facilities as part of Office development on the SamTrans site and incorporated into residential development on the Holy Angel's church site across from eastern entrance to the BART station. Both of these sites would serve children of either local residents or BART patrons.

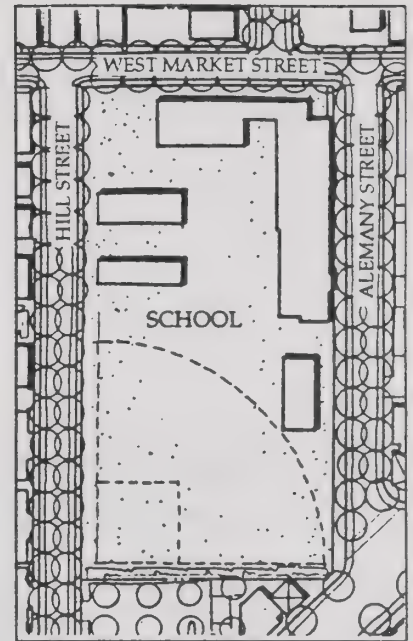


Figure 27: Jefferson School Site



Figure 28: Historic Jefferson School

Infrastructure

In general, development within the Specific Plan study area should not be restricted by lack of serviceability; that is, no utility service is so limited that development would be unserviceable. However, significant utilities system upgrades and extensions will be needed for water distribution (including possibly pumping and storage), wastewater collection, and particularly for storm water drainage. The following table summarizes the key findings of the infrastructure analysis:

Table 4: Infrastructure Overview: Existing Capacity and Project Serviceability

Utility	Service Provider	Existing Capacity	Project Serviceability
Water	California Water Service Co./Daly City/	Good ^a	Good ^b
	San Francisco Water Dept. (SFWD)	Good ^a	Good ^b
Wastewater	North San Mateo Co. Sanitation District (Daly City)	Good	Good ^b
Storm Drainage	San Mateo County Flood Control District/	Fair	Good ^e
	Daly City/Colma	Fair	Good ^e
Solid Waste	Daly City Scavenger Company	Good	Good
Electricity & Gas	PG&E	Good	Good

- ^a Good pressure, but small mains in topographically high area along El Camino.
- ^b Regional system capacity adequate, but significant upgrades/extensions needed.
- ^c North San Mateo County Sanitation District.
- ^d San Mateo County Flood Control District, administered by County.
- ^e Extensive regional improvements required.

Water Supply and Distribution

Current Conditions

Water in the unincorporated portion of the study area is primarily provided by California Water Service Company (CWSC). The Company's service area extends from Los Angeles to Chico, segmented into local areas with their own water supply and distribution systems. The CWSC water system serving the study area includes South San Francisco and Colma, and obtains its water from the San Francisco Water Department (SFWD) through connections in and around the study area. Storage capacity and pressure are supplied and maintained by the SFWD system, eliminating the need for pumping and storage in

the CWSC water system. Water mains in the study area vary from 4 to 12-inch diameter. Portions of the system are quite old, while recent improvements to serve the BART turnaround yard have upgraded limited portions of the system. The pressure in the system, however, is quite good. According to Company staff, pressure in the system near El Camino and B Street is 110 pounds per square inch (psi); however, the lines are only 6-inch diameter, and the elevation is approximately 140 feet. The anticipated pressure in the 6-inch lines in Reiner Street at elevation 190 feet is about 22 psi less, or 88 psi, just taking into account the elevation change. This is still considered a good pressure level for local distribution mains.

Within the City limits (and isolated portions of the unincorporated area) water service is provided by Daly City. The City's system is also supplied by connections to the SFWD system, and by a pump station and well located near B and Reiner Streets (to be relocated as part of the BART station project). This system also is comprised of many small mains, but pressure is quite good as a result of the nearby connections to the SFWD system. The Daly City Water Master Plan (August 1991, Brown and Caldwell) calls for new 12-inch water mains in West Market and Valley Streets, adjacent to the study area.

According to CWSC Company staff, their water distribution system south of the study area was recently upgraded to serve the BART facility. The new 12-inch mains in the BART service area (F Street near Hill Street) have a pressure of 100 psi. CWSC and Daly City have programs for replacing and upgrading distribution system components, but no improvements are anticipated for the study area at this time.

Effects of the Specific Plan

The impact of the development potential of the Specific Plan on the SFWD water supply system will be negligible, given the vast size and capacity of the system. Of course, if the current drought continues, any large developments should be reviewed considering limited allocations. Consumption would increase approximately 200,000 gallons per day (gpd) just for the residential development (based on 100 gpcd) in the Specific Plan area.

The impact of the Specific Plan on the CWSC and Daly City distribution systems, however, would be significant. New 8-inch and 12-inch mains will be needed along El Camino Real and throughout the development to provide adequate fire flows and pressure. These mains are typically "looped" to ensure water availability for fire protection even in the event of water main breaks. While Daly City has taken steps to prepare a Water Master Plan, this plan does not include the development potential from the Specific Plan and must be amended as such. Similarly, CWSC does not have a long-range plan for

distribution improvements in the study area. Based upon discussions with staff, CWSC is currently reviewing the Specific Plan to determine specific water main upgrades or additional mains to supply the study area, based on fire flow requirements of Daly City and Colma for the Specific Plan area.

Water Supply and Distribution Policies

The following policies are recommended to alleviate potential water supply and service impacts from the Specific Plan:

1. Improvements necessary to mitigate the Specific Plan's impact on water supply include:
 - conservation measures in the building plumbing systems and landscaping design, including low flow shower heads and toilets, and drought tolerant landscaping.
 - consideration of alternative water sources (e.g., reclaimed wastewater) for landscaping.
 - separate plumbing systems for toilets, fire protection sprinkler systems, and irrigation.
2. The plan's impact on the distribution system will be mitigated by provision of 8- and 12-inch mains to provide adequately looped systems with adequate residual pressure at required fire flows. Use of fire-rated building construction materials and sprinklers will minimize the extent of distribution mains and proximity and number of fire hydrants. Upgrades will include the recommended larger main in W. Market Street, plus additional mains in the new streets for adequate fire protection flow and pressure, and new water mains between and behind buildings as necessary to provide adequate fire protection for projects as they are constructed within the study area.
3. Daly City shall update and amend the 1991 Water Master Plan to incorporate any additional distribution system upgrades deemed necessary by development in the Specific Plan area.
4. San Mateo County shall continue to work with CWSC to ensure that:
 - an area-wide assessment of water distribution lines is undertaken, and
 - that as the water distribution needs of individual projects in the study area are being reviewed, that the distribution

needs of the greater Specific Plan area are considered, even if off-site improvements are necessary.

5. Development within the study area, will be expected to provide the improvements recommended by the Daly City Water Master Plan and the CWSC. All water distribution improvements shall be sized to accommodate the full build-out of the Specific Plan, rather than simply the demand of an individual project. CWSD and Daly City will require development projects to pay for the design and construction of new water mains on and adjacent to the property being developed, and contribute appropriate shares of off-site extensions.

Specific water improvement funding policies are located in the Implementation section of this report.

Wastewater Collection and Treatment

Current Conditions

The North San Mateo County Sanitation District (NSMCSD), administered by Daly City, provides wastewater collection and treatment in the study area. The service area includes portions of Daly City and Colma, as well as the unincorporated portion of the study area. The recent expansion of the District's treatment plant increased the capacity of the plant to 10.3 million gallons per day (mgd); however, it is still permitted for 8 mgd. The plant currently operates at about 6.5 mgd. The collection system in the study area consists of many relatively small 6-inch sewer lines which vary in age and condition. The portion of the study area east of the BART line flows to El Camino and south to the Colma pumping station, just west of El Camino on F Street, which pumps the wastewater to Junipero Serra Boulevard. The westerly portion of the site flows northwest directly to Junipero Serra Boulevard. According to Daly City staff, both the Hill Street and Junipero Serra interceptor lines are approaching capacity.

Besides the treatment plant expansion described above, the Colma pumping station was also recently relocated and improved by BART, as part of construction of the BART station, and is currently operating under capacity. The District has ongoing maintenance activities, but no up-grades in the study area are anticipated for the near future. However, Daly City is currently preparing a sanitary sewer Collection System Master Plan which will identify specific deficiencies and necessary improvements. The six-inch line in El Camino Real has already been identified as deficient in the plan. The Master Plan is currently being amended to identify additional deficiencies based on future development in the study area.

Effects of the Specific Plan

Development in the Specific Plan area is expected to generate an additional influent flow of 0.2 to 0.4 mgd to the wastewater treatment plant. This additional flow is well within the capacity of the expanded plant.

The project will have a significant impact, however, on the collection system. The capacity of gravity-flow sewer lines are dependent on their slope, as well as diameter. Many of the existing six-inch lines, even though steeply sloped, will need to be upgraded to 8-inch or larger with the additional wastewater generated. The City's policy is to require developments to construct needed upgrades fronting the property, and to contribute their appropriate share of off-site improvements.

Daly City's updated Collection System Master Plan will include a review of capacity availability or deficiencies in the 10-inch and 21-inch interceptors, as well as the Colma Pump Station and force main, considering the expected development in the study area.

Wastewater Collection and Treatment Policies

The following policies are recommended to alleviate potential wastewater impacts from the Specific Plan:

1. Daly City shall update and amend the Collection System Master Plan to incorporate any additional improvements needed as a result of development in the Specific Plan study area.
2. Developers will be required to install new sanitary sewers in each project's vicinity, pay any required connection fees, and contribute appropriate shares of funds for upgrading interceptors and trunk sewers, as identified in the (currently being prepared) Collection System Master Plan of the NSMCSD, a subsidiary agency of the City of Daly City.

Specific improvement funding policies are located in the Implementation section of this report.

Storm Drainage

Drainage Overview

The study area is located along the northwest perimeter of East Colma Creek Drainage Basin. The basin is roughly two miles square, bounded by I-280 and Mission Street on the west, and San Bruno Mountain on the east. Colma Creek flows south, then eventually east to the Bay. Approximately half of the basin is comprised of the undeveloped

steeply sloped mountainside, elevation 1,100 feet down to 500 feet. The lower half, elevation 500 feet to 100 feet, is developed urban area.

San Mateo County has jurisdiction over the storm drains within street right-of-ways in the unincorporated areas. The area lies within the Colma zone of the San Mateo County Flood Control District. The storm drains within the Daly City limits are under jurisdiction of Daly City. The storm drains in both the City and the unincorporated area comprise one drainage system, discharging to the downstream East Colma Creek Channel.

Existing Deficiencies

According to County and Daly City staff, the drainage system in the study area has significant deficiencies, with frequent flooding occurring in the Town of Colma at the East Colma Creek channel along El Camino near F Street. The existing flooding problems east and immediately south of the study area are the result of the significant runoff from San Bruno Mountain and the urban area east of the study area, and the inadequate capacity of the existing storm drainage system. The Specific Plan area is a small portion of this large drainage area.

The "Storm Drain Master Plan," (February 1991 with Addendum May 1991), which analyzed drainage issues associated with the Guadalupe Canyon Basin of Colma Creek, sets forth improvements needed to both increase capacity of the drainage system and provide detention to alleviate the drainage system inadequacies. Various combinations of improvements were identified for each of three detention scenarios: No Detention (i.e. up-grade existing drainage system components only), Partial Detention, and Minor Detention. Because of the extremely large area required for major detention of San Bruno Mountain run-off, and the extent of drainage system upgrades necessary without detention, the Flood Control District has determined that partial detention is the appropriate approach. The District has taken on the obligation for regional drainage system improvements consisting of partial detention facilities at Kennedy School, and for a new enlarged drainageway along El Camino Real between F Street and Serramonte (south of the study area). District staff are investigating the possibility of joint State/CalTrans funding for the El Camino Real portion of the improvements. The detention facility is currently being reviewed to assess design, scheduling and possible funding sources.

The improvements recommended in the Master Plan, including the Addendum prepared in May 1991, are as follows:

1.	Hoffman/Sylvan/A Street	\$1,122,000
2.	Detention Basin (Kennedy School)	\$955,000
3.	F Street Crossing	137,000
4.	Mission/El Camino near A Street	1,600,000
5.	Gambetta/Hillside/Castle	1,528,000
6.	First and Valley Streets	1,310,000
7.	East Colma Creek, F St. to Olivet	3,848,000
8.	El Camino and E. Colma Creek	
	<u>Valley to F Street (Addendum)</u>	<u>3,586,000</u>
	Total	\$14,086,000

These improvements are needed to upgrade flood protection in the area as it currently exists. The Master Plan has not considered the Specific Plan, neither the development of the area or the relocation or abandonment of East Colma Creek which encumbers the eastern portion of the study area. An EIR for the Storm Drainage Master Plan is currently being prepared. Both the Storm Drainage Master Plan and the EIR should be amended to incorporate the development of the study area, relocation of East Colma Creek where it flows through the study area into El Camino Real right-of-way, and the additional cost of needed improvements resulting from the higher flows. Also, the improvements and corresponding costs need to be reviewed to verify that they reflect needs connected with partial detention in place and improved capacity downstream of the study area.

Run-Off Quality

Increasing attention has been directed toward the monitoring and improvement of the quality of urban run-off discharged to San Francisco Bay. The Regional Water Quality Control Board (RWQCB) has already required Alameda and Santa Clara County to take significant steps in this direction, and San Mateo County is now facing similar mandates. The current timetable from the RWQCB, acting under the authority of the Environmental Protection Agency's Clean Water Program, calls for preparation of a plan for urban runoff quality control and application for National Pollutant Discharge Elimination System (NPDES) permits by late 1991, and approval of the plan and permits by 1993. The plan is intended to primarily address industrial discharge, identifying contaminants and levels of contamination, and intended methods of control. The program is not anticipated to significantly impact drainage systems in typical residential/commercial urban development. San Mateo County and Daly City are progressing toward meeting the program's requirements. However, specific impacts, if any, on the drainage system in the project area will not be known until the regional plan is finalized. Any intended development in the project

area will be reviewed for provisions necessary to meet the requirements of the adopted plan.

Effects of the Specific Plan

Implementation of the Specific Plan will, in many respects, hinge on the ability of the various public agencies to devise an approach to resolving existing storm drainage problems and thus clear the way for new development to occur in the study area. New development, on the other hand, will be asked to both contribute their fair share of regional improvements and to avoid increases in storm water run-off flows.

The County and Daly City already have a policy of requiring developments to provide the necessary on-site drainage and detention improvements to limit runoff to predevelopment conditions. The recently constructed BART and SamTrans facilities included run-off detention provisions (buried storm drain pipes) to minimize run-off increase resulting from their construction. The City is also trying to obtain detention capacity and East Colma Creek Channel upgrades as part of the BART Station project. The BART Station is in final design, and design drawings indicate an 18,500 cubic foot buried concrete detention structure to mitigate on-site run-off increases, located under the "kiss-n-ride" area east of the station.

The increase of impermeable surface area associated with development of the study area will tend to increase the runoff and expand the more regional flooding problems south and east of the study area. Specifically, the major downstream drainageway, the Colma Creek channel, has adequate (50-year) capacity starting at Olivet Parkway, approximately 1,600 feet south of F Street. From the study area to that point, significant improvements are necessary. These improvements are needed now, and would be needed regardless of the type of development in the study area. The extent of impermeable surface area or detention provisions incorporated in the development will, however, affect the size and extent of improvements.

The general approach to alleviating the regional drainage deficiencies will be that developments will pay their pro rata share of regional improvements through Development Agreements and connection fees. Their pro rata share will be determined by area percentage of the East Colma Creek drainage basin. Also, all development in the region, including the study area, will provide on-site detention to minimize exacerbating flooding for frequent storms and to minimize the cost of drainage improvements. Regional drainage improvements will be made, however, to improve flood protection for the entire region, including the study area, for larger, less frequent storms, funded by any and all available sources and not the study area beyond its appropriate pro rata share.

Storm Drainage Policies

The following policies are recommended to alleviate potential storm drainage impacts from the Specific Plan:

1. New development within the Specific Plan area will be required to provide on-site detention of any increase in the storm water runoff from frequent storms. The required detention volume will be determined from the increased in peak flow rate for the 25 year storm from pre-development conditions, for 30 minutes. The detention should be provided in buried pipes, or other containment, and designed to discharge by gravity automatically through an undersized, but low-maintenance, release arrangement.
2. Both the Storm Drainage Master Plan and the EIR should be amended to incorporate the development of the study area, relocation of East Colma Creek into the El Camino Real right-of-way through the study area, and the additional cost of needed improvements resulting from the higher flows. Also, the improvements and corresponding costs need to be reviewed to verify that they reflect needs connected with partial detention in place and improved capacity downstream of the study area.
3. New development will be required to make pro rata contributions to fund their pro rata share of regional drainage improvements. The properties presently encumbered by the East Colma Creek channel shall pay their pro rata share of upsizing regional improvements to provide capacity resulting from abandoning the channel. The County and Daly City will fund and initiate the analysis necessary to determine the upsizing and associated costs.
4. In order to comply with storm water runoff quality monitoring requirements, storm drainage improvements in the study area shall include flow measuring and sampling facilities, and sumps/catch basins for debris removal.

Additional improvement funding policies are located in the Implementation section of this report.

Solid Waste

The Daly City Scavenger Company provides solid waste collection and disposal for the study area. According to Company staff, both the solid waste transfer station and the disposal facility at Ox Mountain have capacity for development of the study area. Curbside recycling, materials recovery, and compost facilities will divert wastes and prolong the landfill's usability.

Solid Waste Policies

The following policy is recommended to alleviate potential solid waste impacts from the Specific Plan:

1. The impact of the project on the solid waste collection and disposal facilities will be mitigated by promotion and implementation of recycling programs. These programs are delineated in the County's Solid Waste Management Plan titled "Joint Solid Waste Generation Project and Joint Source Reduction and Recycling Element." Programs include: curbside recycling; expanded commercial collection of corrugated cartons, office paper and glass; development of a buyback and material processing center; and increased hand sorting of recyclables at transfer stations.

Electricity and Natural Gas

Pacific Gas & Electric Company, according to staff, has extensive distribution systems for electricity and gas in the project area. The impact of the Specific Plan on electrical and natural gas distribution systems will be a significant increase in demand and the need for extensions of the systems within the development. The BART facilities have already necessitated significant demand and system extensions in the study area, however, limiting new extensions to local improvements. Specific local system upgrades and extensions needed to serve the development will be determined upon their review of the development plan.

Utility Policies

The following policy is recommended to alleviate potential utility impacts from the Specific Plan:

1. Proposals for new development must work closely with PG & E to ensure adequate provision of electrical and gas lines.

Development Standards & Design Guidelines

Introduction



Figure 29: Neighborhood Shopping
on San Pedro Road

This chapter describes the standards and guidelines which all new development within the Specific Plan study area will be expected to follow. They are to be used as a tool by developers, planners, and other interested agencies and citizens as projects are designed and evaluated. As a whole, they are intended to foster a compact urban development pattern that engenders a vibrant community, creates an exciting and interesting streetscape, echoes the unique and appealing characteristics of surrounding architecture, and promotes walking, without excluding cars.

Organized by land use designation, these standards and guidelines seek to strike a balance between establishing an overall character within the district and clarifying site-specific conditions as conceptually shown on the Land Use Plan (Figure 6). As they are generally intended to provide a flexible framework for innovation and high quality design, strict rules and requirements have been limited and carefully selected in order to assure implementation of the most important goals of the plan. The terms “must” or “shall” represent strict requirements; “should” or “may” indicate recommendations.

The “General Design Guidelines” section provides overarching design principles that are expected to be accomplished by each development project, regardless of land use type. All project proponents should refer to this section first, then turn to the section pertaining to the specific applicable land use designation. Subsequent sections within this chapter address streets, parks and plazas, and other public improvements.

General Design Guidelines

Daly City's architectural tradition, extending from the advent of the Mission trail to more rapid post World War II development, has a distinct recognizable style. It takes elements of traditional Mediterranean architecture -- vertical massing, strong roof forms, and articulated facades -- and interjects these features into small-scale development that relies on repetition to create character. This meshing of simple constants and fine-grain articulation is what makes the small houses stepping up with the shape of the hills, immediately recognizable as Daly City.

Daly City is also one of the few Bay Area communities that has a long history of placing buildings at the street's edge, establishing a solid presence along shopping streets and creating an intimacy along local streets that allows residents to extend their living area to the outdoors.

In recent years, this tradition has been undermined by both residential and commercial development that have little to do with Daly City's traditions. In the name of expediency, poor quality projects that ignore the common architectural threads of the community and thus stick out as "eyesores" have been allowed. Within the BART Station Specific Plan study area, in particular, piecemeal development has occurred, with little attention paid to making a "whole" community.

The BART Station Area Specific Plan builds upon Daly City's architectural traditions, while meeting present day needs -- needs based on everyday human comfort, as well as modern technology and market feasibility. The following general design guidelines establish a framework and vocabulary for gradually building a neighborhood that is visually coherent, functionally responsive, and establishes a unique "sense of place" within the context of Daly City.



Figure 30: Typical Daly City Homes



Figure 31: Views to San Bruno Mountain.

Building Types

A variety of building types are permitted, however, within each land use category. To a certain extent, building types will be determined by parcel size and configuration; larger parcels will permit more dense residential buildings or a greater variety of commercial business options. Table 5 and Figure 33 illustrate the range of building types permitted within residential designations.

Table 5: Matrix of Housing Types

	High Density Residential	Ground Floor Retail	Med. Density Residential	Low Density Residential
Podium Apts.	•	•		
Small Apt. Bldgs.	•	•	•	
Courtyard Apts.	•		•	
Townhouses	•		•	
Flats			•	•
Duplexes			•	•
Small Lot S.F.				•
Second Units			•	•

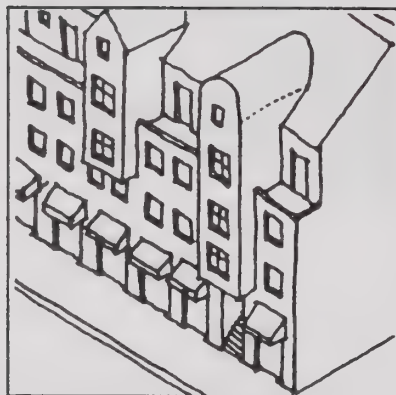
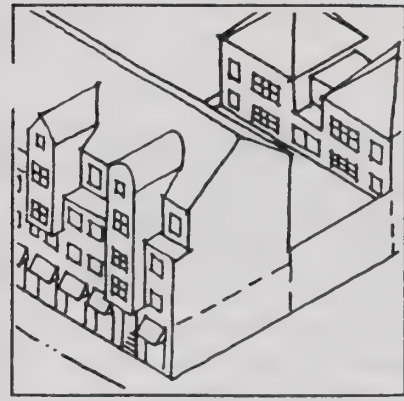


Figure 32: Orient Buildings to Streets, Rather than Parking Lots

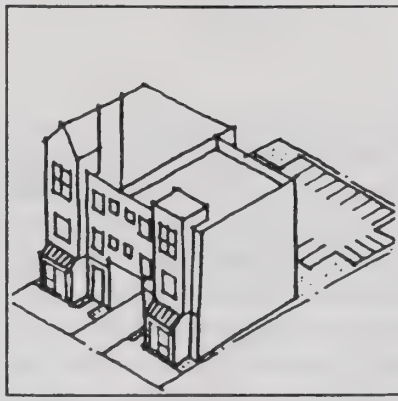
In general, buildings that meet the higher end of the density/intensity ranges are encouraged in order to create a more urban environment and provide as many residential units within proximity of the BART station as possible. However, where a particular character is desired, for example along Reiner Street or portions of El Camino Real, preferred building types are identified.

Building Orientation

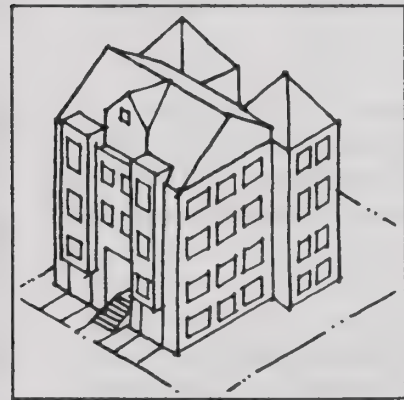
At a minimum, buildings should address streets, pedestrianways, kiss-n-ride facilities, parks, and plazas with entries, windows, bays, porches, and other articulated features. Parking should not dominate the experience along any prominent pedestrian route.



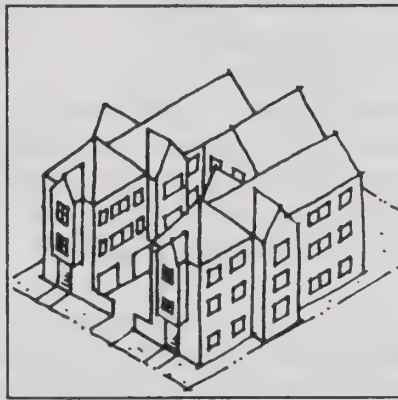
Podium Apartments
w/Ground Floor Retail



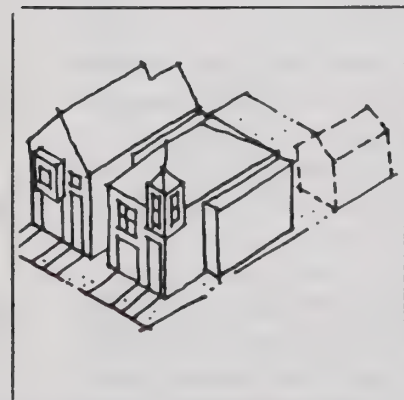
Small Apartment Buildings
w/Ground Floor Retail



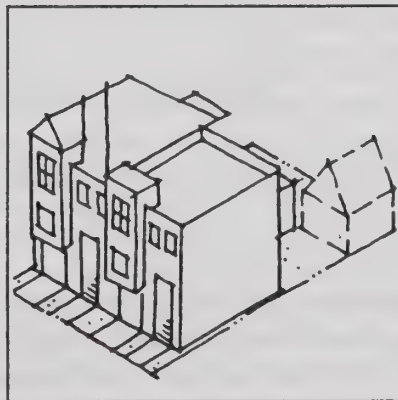
Small Apartment Buildings



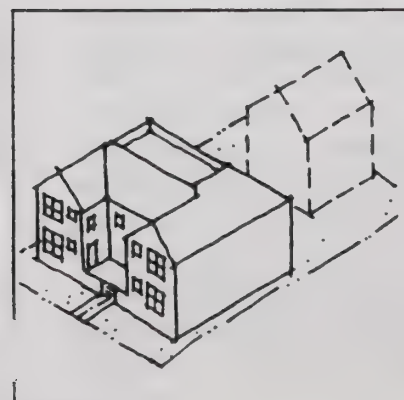
Courtyard Apartments



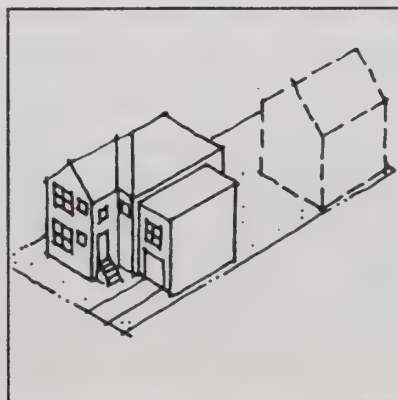
Townhouses



Flats



Duplexes



Small Lot Single-Family

Figure 33: Permitted Housing Types



Figure 34: Buildings should be articulated and step up hillsides.



Figure 35: Emphasize Vertical Proportions.

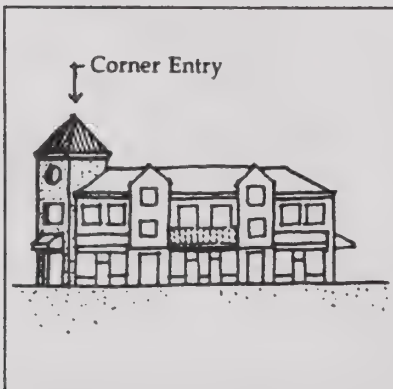


Figure 36: Use landmark Towers to accentuate special views.

Massing

Large projects, whether residential, retail, or office, should appear as a series of small buildings that are knit together by common massing patterns, yet include a variety of architectural details. Large-scale projects often diminish the liveliness of the street by their sameness of detail and monotonous massing. The urban character of the district depends on creating architectural diversity within each block and thus emulating the fine-grain qualities of surrounding Daly City. New buildings are encouraged to use variations in floor level, facades, roof patterns, architectural details, and finishes to create the appearance of several smaller projects. (See Facades, below, for additional guidelines on this issue.)

New buildings should appear vertical in proportion, rather than low horizontal forms to reduce the massive appearance of the structure. This can be emphasized in large buildings, by bringing tall vertical projections to the street and placing "landmark features," such as towers, at corners or key viewpoints.

New buildings should maximize views from the site to San Bruno Mountain, as well as consider views from surrounding areas to the site. Special care should be taken to extend views along east-west street corridors into the site in order to link the surrounding area with the site and to maintain a coherent visual form to the area.

Buildings must step up the hillside extending from El Camino Real to Reiner Street and the BART station. Grade changes should be accentuated by terracing buildings up the hill, fully utilizing all portions of the site, and bringing buildings to all street edges.

Facades

Building facades must be articulated in a pattern that echoes the rhythm of surrounding single-family residential areas. High density residential and office buildings must provide primary entries placed every 50 to 60 feet and bays, balconies and facade projections placed every 25 to 30 feet. Medium and low density residential and ground floor retail uses, must provide entries every 25 to 30 feet. Variety in detailing will help achieve the "series of small buildings" guideline discussed above.

Primary entrances must orient to and be visible from streets, plazas, or parks; not to the interior of blocks or to parking lots. Large retail anchor tenants, such as supermarkets and drug stores, are exempt from this provision. Street access to upper story office or residential uses should be frequent, as discussed above, rather than providing a single entry connecting to long internal corridors. Residential entries should be accented with porches or other types of "grand" entries.

Porches, bays, solariums, and/or balconies that overlook streets and interior courtyards are strongly encouraged to provide indoor/outdoor connections. Porches are strongly encouraged in moderate and low density residential areas to provide outdoor street-facing space. Porch support columns and roofs should appear substantial and permanent.

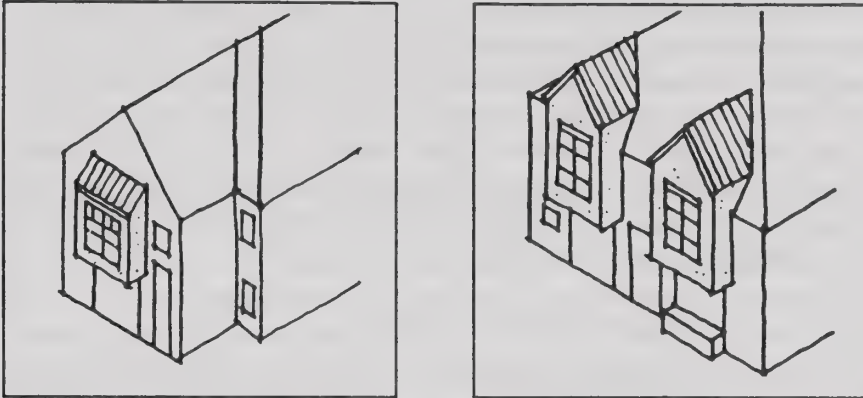


Figure 38: Daly City Style Bays

Windows should be vertical in proportion, rather than square or horizontal. The pattern of openings should correspond with the overall rhythm of the building massing and entry locations. Casement or fixed mullion windows are preferred for residential buildings or upper story offices. Windows and door frames must be of high quality, wood is preferred, and they should be recessed one to three inches from the front facade to emphasize the mass and integrity of the wall.

Small-scale retail store fronts should be articulated with columns or other vertical definition every 25 to 30 feet, entries at least every 25 to 30 feet, and display windows on all facades facing streets or pedestrianways. Awnings should visually communicate each separate business. Signs must complement this architecture and relate to the small-scale nature of retail businesses. They should be located on awnings or display windows; free-standing signs are only permitted at limited locations for large retail anchor tenants.

Roofs

Visible roofs will be an important visual element of the district, particularly when viewed from higher buildings, such as the BART parking garage or surrounding higher elevations. Roofs should be massive, rather than purely ornamental, and relate to facade articulation and overall building massing. Gable roofs should predominate; flat roofs may be used selectively on high density residential, retail and office buildings and must have distinctive, massive cornices; hip roofs are permitted on low and moderate density buildings. Mansard roofs are not permitted. Mechanical equipment

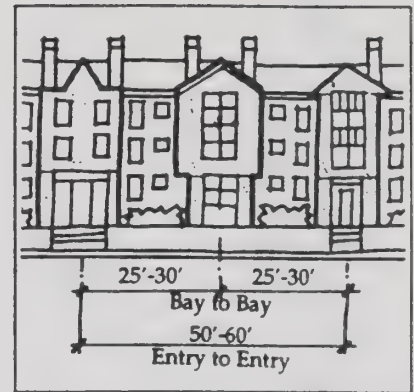


Figure 37: Articulate Facades with Bays and Entries.

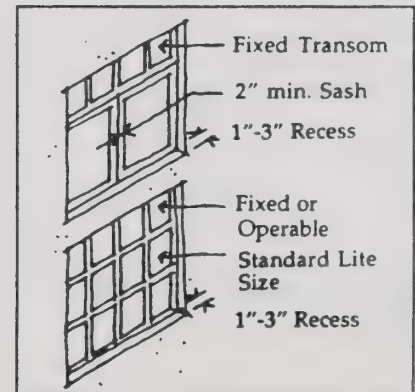


Figure 39: Use Casement or Fixed Mullion Windows.

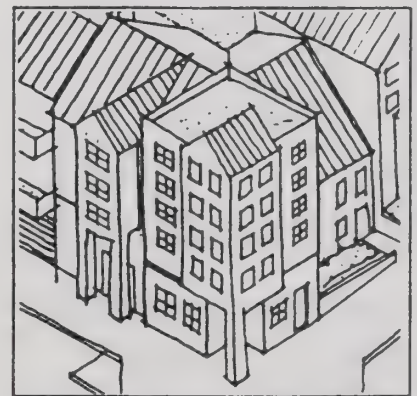


Figure 40: Massive and Visible Roofs are Strongly Encouraged.

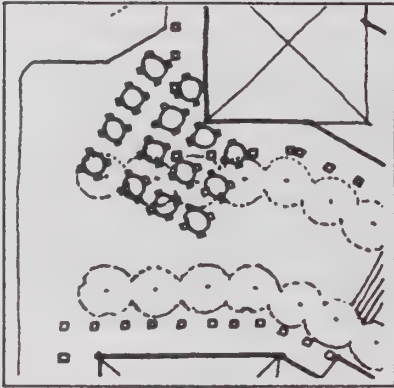


Figure 41: Plazas should provide outdoor seating.

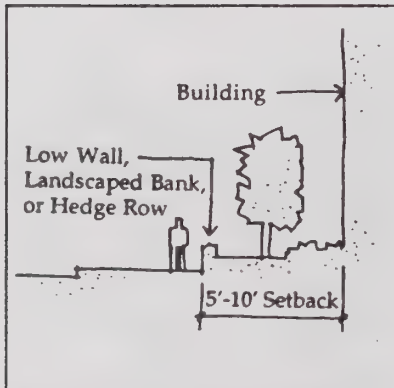


Figure 42: A low wall placed at the sidewalk defines a front yard.

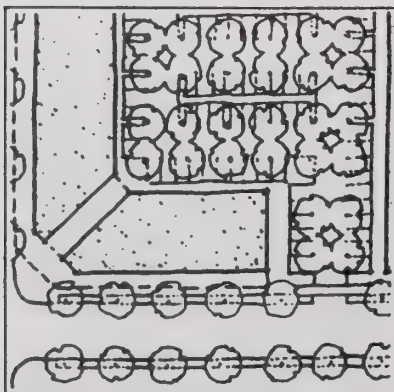


Figure 43: Parking lots shall not dominate the street.

must be screened by using parapets or by extending the roofs form over the equipment.

Materials

Building materials must convey a sense of durability and permanence. The material palette should be used equally on all building facades, rather than one material on the front and another on the sides and rear. Smooth-finish stucco and horizontal wood siding should predominate in residential areas; non-residential buildings may also utilize poured-in-place concrete and split-face concrete block. Tile and masonry may be used judiciously for accents. Glass curtain walls, reflective glass, "cottage cheese" stucco, and scored plywood are prohibited. Light tints are preferred over hues for the bulk of buildings; accents should be bright. Earth tones are discouraged.

Courtyard, Plazas, and Private Yards

Each land use type should provide outdoor open space. Retail uses can take advantage of plazas by providing outdoor seating and cafes; office uses should provide a combination of entry plazas and interior courtyards; high density residential buildings will generally have either at-grade or podium-level courtyards for private use; moderate and low density residential buildings will have front and backyards. All courtyards, plazas, and private yards should be landscaped according to their purpose and extent of public use.

Walls, Fences and Banks

Walls along streets should be not more that 3 feet in height; side and rear yard walls may be up to 6 feet in height. They should be made of light-colored stucco, concrete, masonry, or wood. Fences should be used only as part of gate areas or as an extension of walls. Landscaped banks, hedges, or short retaining walls may be used at property lines to provide a pleasant street edge and raise the finished grade.

Parking

Parking garages and lots may not dominate the frontage of a street or prohibit pedestrian movement. In most cases, parking will be placed behind or below buildings. Parking for residential units should be placed either below buildings in one level of sub-surface parking, in garages placed either at the rear property line or recessed from the front faced, or in "tuck under" garages which are a single car width and are integrated into the overall facade of a single-family or townhouse building. Anchor retail tenants may have surface parking lots in front, provided a "grove" of trees is planted throughout the lot and pedestrian paths provide convenient through routes.

High Density Residential

Community Character

High Density Residential uses are intentionally clustered within easy walking distance of the primary BART station entrance in order to provide viable options for those who commute via transit or households that cannot afford the expense of owning and maintaining one or more autos. The High Density Residential designation provides a mix of affordable and market rate housing, as well as a variety of unit types to meet the needs of both large and small households.

Within the High Density Residential designation, Ground Floor Retail space is required at either end of the pedestrian walkway extending from El Camino Real to the BART Station entrance. The required mix of uses and design guidelines are intended to create active pedestrian-oriented shopping, establish continuous street frontages, and add to a lively street character. Upper floor residential uses are to be integrated with building.

Large projects built within this designation must appear as a series of small buildings, each with a distinct character and style, yet maintaining an overall design continuity. Entries, bays, and other details must orient to streets and pedestrian-ways, creating an interesting and active public realm. The area's topography will be accented with buildings that terrace up the hillside.

Parcelization

Every effort should be made to aggregate parcels into sizes large enough to permit construction of podium apartments.

Building Types

The following building types are permitted within the High Density Residential designation:

- Podium Apartments with Ground Floor Retail
- Small Apartment Buildings
- Courtyard Apartments
- Flats/Maisonettes

Podium apartments, with 3 to 4 stories placed over 1 to 2 levels of sub-surface parking, are strongly encouraged and preferred east of the BART station and along A Street to maximize the use of land and availability of housing adjacent to transit.

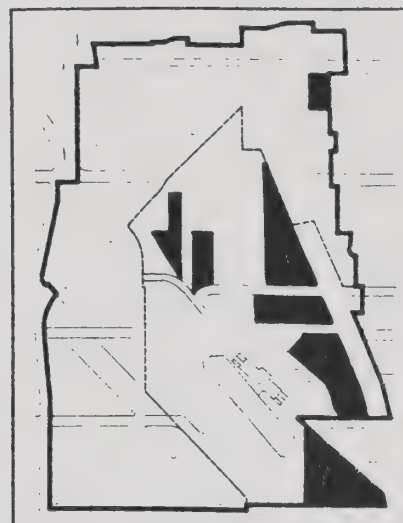


Figure 44: High Density Residential

Permitted Retail Uses

Ground Floor Retail is required where this designation is identified on the Land Use Map. Additional retail locations will only be considered if a clear market demand is demonstrated and the overall intent of the plan to cluster retail uses near BART and allow El Camino Real to transition to a residential boulevard is maintained. Permitted retail uses include:

Bakery	Laundromat
Bank Teller	Library
Bar and cocktail lounge (c)	Meeting facilities
Barber shop	Office supplies
Beauty salon	Personal services
Book store	Pet store
Camera store	Post office
Clubs and lodges	Professional office (c)
Clothing store	Restaurant (excluding drive-in)
Coffee shop	Shoe and shoe repair
Daycare	Small appliance sales and repair
Deli	Small theater (c)
Drugstore	Specialty food
Dry cleaner	Sporting goods
Florist	Stationery store
Food and liquor store	Tailor
Gallery (art and craft)	Toy store
Gift store	Variety store
Hardware store	Video rental
Health club, gym	
Home furnishings	
Instruction studio (dance, exercise, etc.)	

(c) Conditional uses, subject to special review and approval.

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Density

Residential densities may be between 25 and 55 du/net acre.

Height

Buildings within this zone may be a maximum of four stories over parking, not to exceed 55 feet in height measured from finished grade to the highest point of the parapet of a flat roof or 65 feet to the crest of a pitched roof. Buildings along the west side of El Camino Real must terrace up the hillside in order to maintain views.

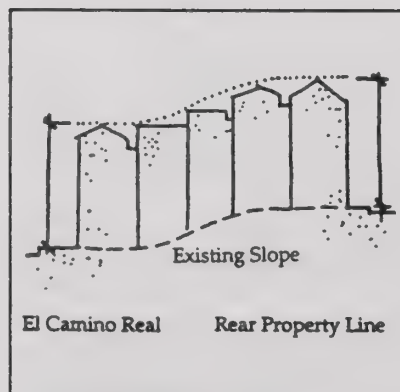


Figure 45: Building heights must step up the hill west of El Camino Real.

Setbacks

Front building setbacks shall be a minimum of 5 feet and a maximum of 10 feet, except along El Camino Real. A hedge or low wall shall be placed at the sidewalk edge where a front setback is required. Balconies, bay windows, porches, stairs, and awnings may project up to 6 feet into setbacks. Where no front setback is required ground floor awning and upper floor bays and balconies may extend up to 6 feet into the public right-of-way, provided through pedestrian access is not impeded. Larger front setbacks of up to 20 feet are conditionally permitted for small plazas and outdoor eating areas.

Where High Density Residential uses abut Medium Density Residential uses, rear and sideyard setbacks should be a minimum of 15 feet.



Figure 46: Illustrative view of High Density Residential along El Camino Real at A Street.

Lot Coverage

Podium Apartments: 100% maximum lot coverage

Other Building Types: 60% maximum lot coverage

Building Configuration

Plans for High Density Residential areas must reinforce street and pedestrian connections to BART by bringing buildings to street edges and setbacks, and "enlivening" streets with numerous entries, windows, special corner treatments, and other articulation. Key corners should be emphasized with landmark towers and/or special corner entries.

All buildings must provide a prominent presence facing the street or the pedestrianway. At the junction of the pedestrianway with El Camino Real, buildings should simultaneously relate to the informal kiss-n-ride area, El Camino Real, and the pedestrianway.

The eucalyptus grove is presently an important visual landmark, but many trees are expected to be removed as a result of BART's improvements. Where remaining trees can be maintained within a context of planned on-site open space, reservation of some of the mid-life trees is strongly encouraged. A tree survey must be provided with proposed site plans.

Buildings Adjacent to the BART Bus Turnaround: Buildings must be placed along the frontage of the BART bus turnaround and kiss-n-ride area to provide a strong edge to the space and replace a planned soundwall. Along this frontage, a 5 to 10 foot setback is required. Trees must be placed in this setback a minimum of every 30 feet on center. Buildings should be designed to place visually hidden parking areas at the ground level and raise living units up a maximum of 8 feet. Within the building, single-loaded apartments are recommended along this facade, so that service areas (such as kitchens, bathrooms and storage) face the BART area, and active spaces (living rooms and bedrooms) face onto an interior courtyard. The facade facing the BART area shall, however, include windows and other articulation.

Parking

Parking Requirements

Podium, Courtyard and Small Apartment Buildings: 1.25 spaces/unit

Flats : 2 spaces/unit

Ground Floor Retail: All ground floor retail space shall utilize on-street parking, rather than provide on-site visitor parking spaces.



Figure 47: High Density Residential with Ground Floor Retail.

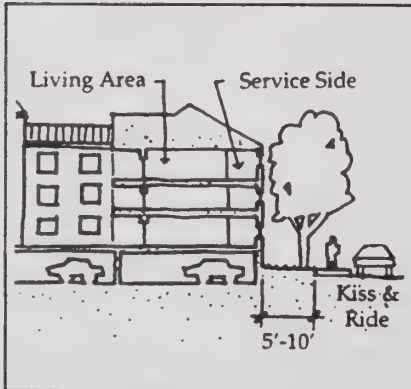


Figure 48: High Density Residential Adjacent to BART Bus Turnaround.

Parking Configuration and Design

Podium Apartments: Parking garages for podium apartments must be depressed so that first floor residential units are not more than 5 feet above finished grade. Where the water table prevents depressed parking, residential uses must line the front facade to finished grade; parking may be placed in the rear. Street-facing garage entrances should be spaced at least 200 feet apart and will not be permitted from the El Camino Real kiss-n-ride area.

Openings between parking levels and podium courtyards are permitted for access, sunlight and ventilation, but should not exceed 500 square feet and should be secured for safety.

All vents from the street to the parking garage must be screened with louvers, screen walls, or porches; planting is not an alternative to screening material. All parking garage lighting should be shielded so that light does not shine through vents at night and headlights are not visible from the street. If forced venting is required for the garage, air should not vent directly onto the sidewalk.

Courtyard, Small Apartment Buildings, and Flats: Surface parking spaces may be provided in interior courtyards, in garages placed at rear property lines or in "tuck under" spaces that are integrated into the front facade. Tuck under spaces may only be used if garages are limited to one car width or a maximum of 10 feet wide.. In no case, however, may any street be lined by an unbroken series of garage doors.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

No building or project should appear to dominate an entire street or block. High Density Residential projects must appear as several smaller buildings, rather than a single unvaried apartment building. Variations in floor level, facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects are required (see Facades below). Street elevations should also be broken with reveals, recesses, detailing, and other architectural features to provide visual interest.

Existing topography shall be a primary design determinant. Buildings should step up hillsides and show the form of the hill in increments matching the building facade's articulation. The highest buildings

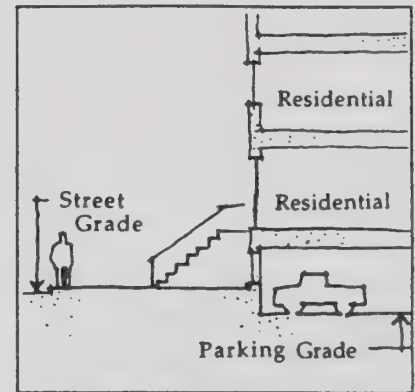


Figure 49: Section of podium apartment parking.

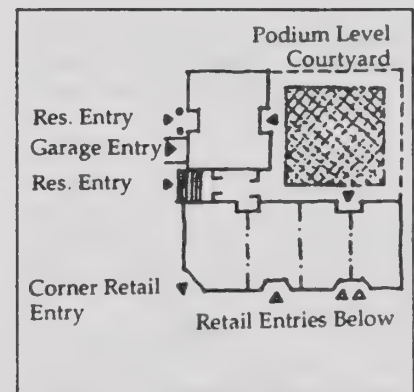


Figure 50: Plan of podium apartment parking configuration.

should be placed at the top of the hill to accentuate its form and provide views to San Bruno Mountain.

In general, High Density Residential projects should be designed to array living units around a central interior courtyard and/or to the street. Courtyard open space will be located either on top of the parking podium or will be a combination surface parking and plaza area. Where lot configuration or product type do not permit an interior courtyard, parking spaces should be placed in the rear or side of the building.

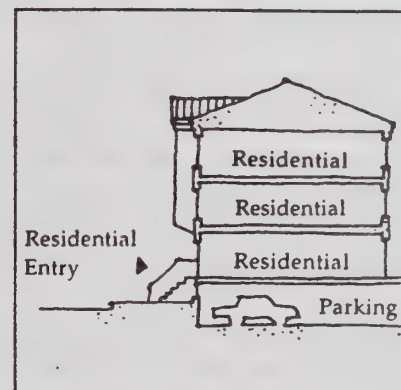
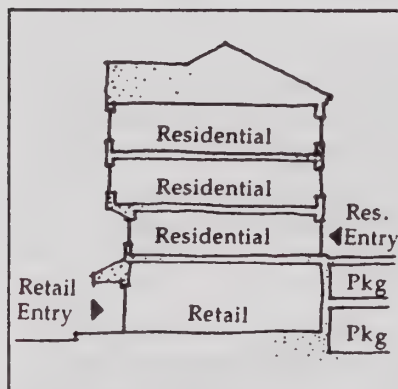


Figure 51: Typical building sections with and without ground floor retail.

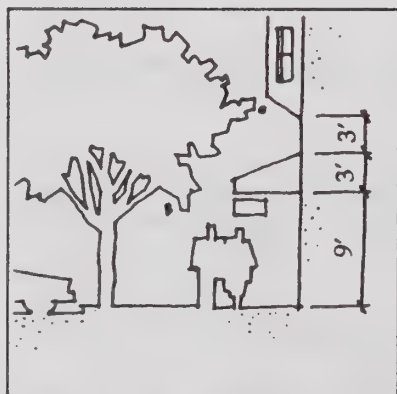


Figure 52: Retail Facades



Figure 53: Entries and Elevations

Facades

Building facades must be articulated with entries placed every 50 - 60 feet on center and bays, balconies, and facade projections placed every 25 - 30 feet on center. In no case shall the street facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.

Retail facades: Areas designated for Ground Floor Retail uses must be lined with continuous shopfronts and entries that create an active, interesting streetscape. At the ground floor level, retail uses should be configured in short increments with columns or piers placed at least every 25 - 30 feet; entries to shops should also be placed a minimum of every 25 - 30 feet. Display windows must line the street, with no more than 6 feet of blank, non-window, wall space in every 25 feet of storefront. Display windows must be of clear glass and should begin no higher than 30 inches above finish sidewalk grade. Storefront entries may be accented by 3 to 4 feet recesses to provide door swing space and associated display bays.

The required storefront floor to ceiling height is 12 feet, in order to mimic the style of existing similar buildings. Awnings should clearly define each retail shop and should be placed a minimum of 9 feet and

extend up to 12 feet above finish sidewalk grade. Separate awnings should establish the individual identity of small shops and draw attention to their number. Awning breaks also provide an opportunity for expression of vertical facade elements and structural piers, and should be complementary to the building's color.

Residential facades: Primary entries to upper floor residential units must also be from the street and should be integrated into the facade with retail entries. They must orient to streets, plazas, or parks; not to the interior of blocks or to parking garages and be placed every 50 - 60 feet on center. The design of residential entries should be clearly distinct from retail entries in order to signal to pedestrians the difference in uses. First floor units facing the street should be accessed directly from the street whenever possible. Street-level entries for upper floor entries should be grouped for a maximum of 16 units. Corner entries are encouraged. Exterior stairs to upper floor units are not permitted on street facing facades, including the front portions of side elevations. Secondary residential entries from parking areas are permitted.



Figure 54: High Density Residential Articulation Pattern

Porches, patios, bays, solariums, and balconies that overlooks streets must be placed every 25 - 30 feet on center. Windows and bay windows for interior living spaces should overlook streets and podium courtyards or rear yards. Second floor residential bays must be placed a minimum of 3 feet above retail awnings. Porches and patios should be accessible directly from the street or podium courtyard. Porches, patios, solariums, and balconies shall be at least 6 feet deep and contain at least 50 square feet. Open railings on balconies are not permitted.

Courtyards and Open Space

Podium Apartments: A minimum 20' x 20' open courtyard area must be provided for all podium apartment projects. Courtyards should occur on the podium above parking; ground-level open space is encouraged, where possible. Courtyards should contain shared facilities and paths, surrounded by porches, patios, and entry porticos and should be landscaped to provide both common and private open space. Steps should connect the podium courtyards directly to each street within and surrounding the High Density Residential area. These steps may be gated for security. Roof decks are also encouraged. They should be integrated into the overall building architecture, provide wind screens and include landscaping.

Courtyard Apartments, Small Apartment Buildings, and Flats: A minimum 20' x 20' open area must be provided in a courtyard or rear yard. Surface parking courtyard pavement patterns and material should emphasize the pedestrian, as well as auto, orientation of these areas, and should be coordinated with the rhythm of building

elements. Use of these areas as shared hard-surface play areas should also be considered in their design.

Plazas and Outdoor Seating

Benches and small “cafe” tables for casual outdoor seating are encouraged along the retail frontages, as long they are outside the public right-of-way and do not impede pedestrian movements along sidewalks. Larger plazas and outdoor cafes are also encouraged at either end of the pedestrianway. These formal outdoor areas must be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. In general, window and awning signs are encouraged over wall signs or internally lit signs. Window signs must maintain the “transparency” of the window and must be permanently attached. See also San Mateo County zoning code.



Figure 55: Encourage cafes and outdoor seating at public plazas.

Medium Density Residential

Community Character

Medium Density Residential will offer home ownership opportunities at a moderate densities that support transit (12-25 dwelling units per net acre). Two-to-three story duplexes, townhomes, and small apartment buildings will address streets and provide a transitional housing type adjacent to existing single-family areas. These design guidelines are tailored to reflect the character of older buildings in the surrounding neighborhoods. With private parking located behind and below units, building entries and living units will help enliven and define the streets.

Parcelization

Parcelization patterns should emulate the lot patterns of surrounding single-family neighborhoods. New parcels, particularly along Reiner Street and El Camino Real should be configured to orient to the street, rather than clusters of internally focused developments. Where feasible, rear lot alleys are encouraged.

Housing Types

The following housing types are permitted within the Medium Density Residential designation:

- Small Apartment Buildings
- Courtyard Apartments
- Townhouses
- Flats
- Duplexes
- Detached Ancillary Units

Small apartment buildings and courtyard apartments are strongly encouraged and preferred along the eastern side of El Camino Real. Townhouses, duplexes, and flats are preferred along Reiner Street.

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Density

Residential densities may be between 12 and 25 du/net acre.

Detached ancillary units are permitted within the unincorporated area. They will be counted as a full unit in the density calculation and may be a maximum of 800 square feet in size. Studio or one-bedroom units are preferably located above a detached garage.

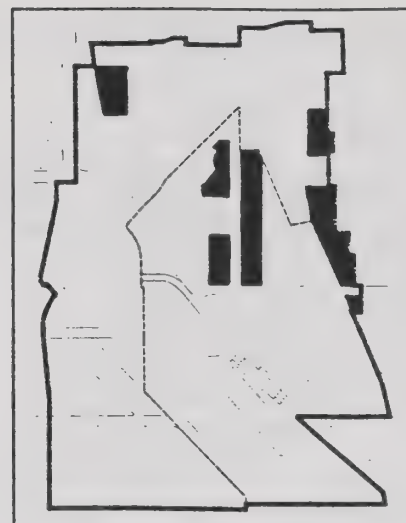


Figure 56: Medium Density Residential

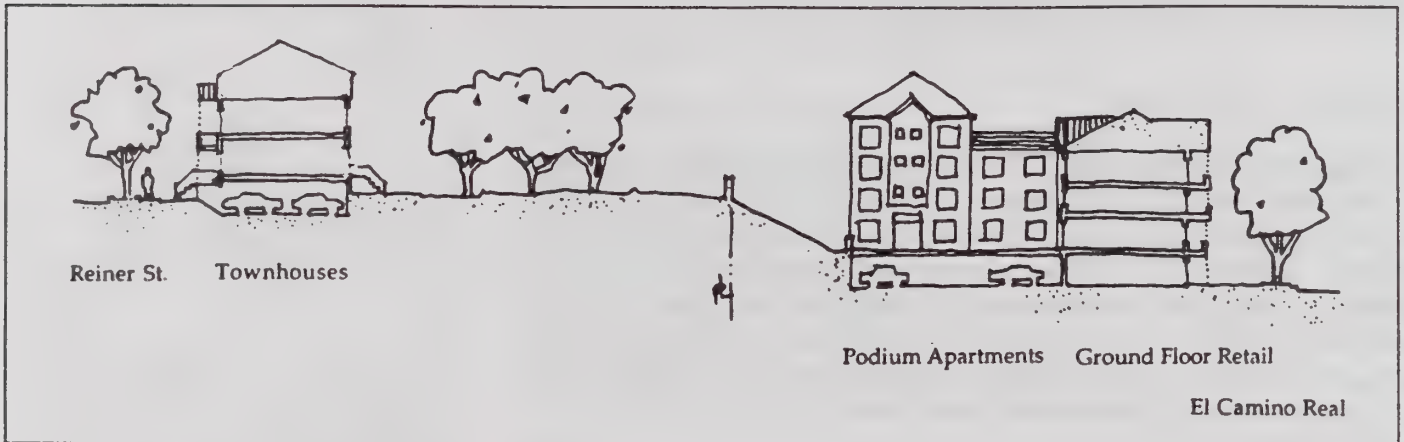


Figure 57: Section from El Camino Real to Reiner Street.

Height

Buildings within this zone may be a maximum of three stories, not to exceed 45 feet in height measured from finished grade to roof peak.

Setbacks

Front building setbacks shall be a minimum of 5 feet and a maximum of 10 feet. A low wall or hedge may be placed at the front property line. Upstairs balconies, porches, bay windows and awnings may project up to 6 feet into this setback. Garages may be placed on rear property lines; primary buildings must be a minimum of 15 feet from rear property lines.

No sideyard setbacks are required for any housing type within this designation.

Lot Coverage

All Housing Types: 60% maximum lot coverage

Building Configuration

Courtyard Apartments: Units shall face a central courtyard, but street facade should be prominent and articulated. See also High Density Residential.

Small Apartment Buildings, Townhouses, Flats, and Duplexes: All units shall face onto streets. Residential entries shall be visible from the street and articulated by a porch. Windows and bay windows for interior living spaces should overlook streets and parking areas.

Parking

Parking Requirements

Courtyard and Small Apartment Buildings: 1.25 spaces/unit

Townhouses, Flats, and Duplexes: 2 spaces/unit

Detached Ancillary Units: 1 space/unit

Parking Configuration and Design

Off-street surface parking areas and garages must be recessed behind the front facade of the primary building at least 6 feet or located in "tuck under" garages which are integral to the building. Garage doors for tuck under garages shall be no more than 10 feet wide. Where a free standing structure is desired, garages placed on rear property lines and accessed by either a side drive or an alley are preferred. Along Reiner Street, alleyways and rear-yard garages are preferred. To reduce space devoted to parking, tandem parking spaces are strongly encouraged.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

Duplexes may be provided as stacked flats or side-by-side attached units; townhouses should emulate the character of detached units by providing a separate roof and entry for each unit. Small apartment buildings should relate to the street by providing one or two large, distinguished entries.

Facades

Building massing should be articulated with porches, entries, bays and balconies placed every 25 - 30 feet on center. In no case shall the street facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors. Windows and bay windows for interior living spaces should overlook streets and outdoor living spaces. Porches, patios, solariums, bays, and balconies that are accessible from or overlook streets or interior courtyards are strongly encouraged and shall be at least 6 feet deep and contain at least 50 square feet of clear space. Open railings on balconies are not permitted. Townhouses, flats, and duplexes must, at a minimum, have a street-facing porch with a minimum depth of 6 feet and contain at least 50 square feet of clear space.

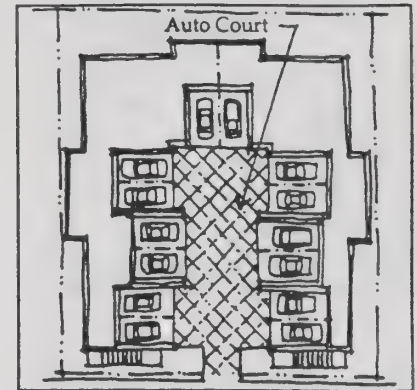


Figure 58: Parking configuration for Courtyard Apartments.



Figure 59: Parking configuration for Townhouses, Duplexes, and Flats



Figure 60: Tuck Under Parking



Figure 61: Facade Articulation

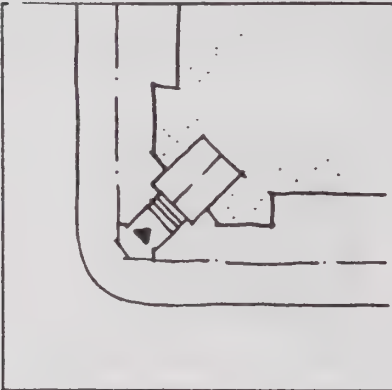


Figure 62: Corner Lot Entry

Entries: For courtyard apartments and small apartment buildings, see High Density Residential. Primary entrances to townhouses, duplexes and flats should be provided for every one to two units and must face the street. Street access to residential units must be frequent, at approximately 25 - 30 feet on center. Exterior stairs to upper floor units are not permitted on street facing facades, including the front portions of side elevations. Where feasible, corner lots should provide angled entries.

Private Open Space

Parking courtyard pavement patterns and material should emphasize the pedestrian, as well as auto, and should be coordinated with the rhythm of building elements. Use of these areas as shared hard-surface play areas should be considered in their design.

Low Density Residential

Community Character

The Low Density Residential designation is applied to areas that are substantially developed with existing single-family homes and have minimal opportunities for infill and redevelopment. New housing units must emulate the quality and character of older surrounding homes. Generally, this consists of one to two story small lot single-family houses with "tuck under" garages; in some cases, rear yard garages are also utilized.

Parcelization

Generally, new housing should utilize existing parcelization patterns. Where an existing parcel is 50 feet or wider, it may be spit into parcels with a minimum width of 25 feet.

Housing Types

The following housing types are permitted within the Low Density Residential designation:

- Flats
- Duplexes
- Small Lot Single-Family
- Second Units

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Standards for Low Density Residential are based on the Daly City Zoning Code standards for R-1/A Single-Family/Duplex residential district. Additional standards and guidelines for development in the Specific Plan are included here.

Density

Residential densities may be between 6 and 12 du/net acre.

Second units are permitted within this designated, provided they are integrated into the primary building. See the Daly City Zoning Code for specific standards for second units.

Height

Buildings within this zone may be a maximum of two stories, not to exceed 30 feet in height.



Figure 63: Low Density Residential

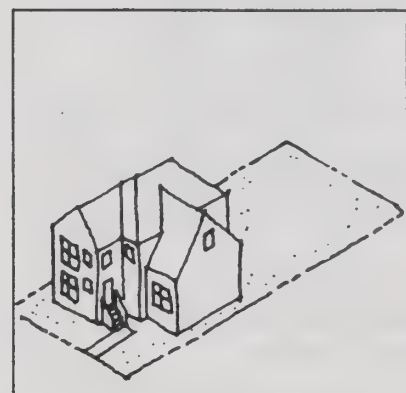


Figure 64: Small Lot Single-Family

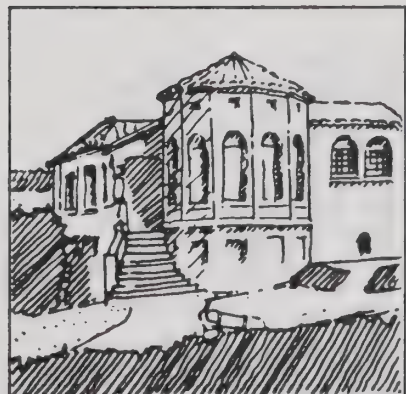


Figure 65: Integrate new housing with existing adjacent homes.

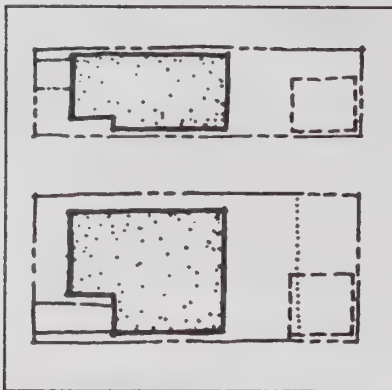


Figure 66: Lot Coverage

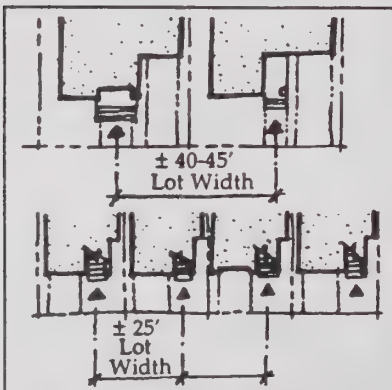


Figure 67: Small Lot Single-Family Lotting and Entries.

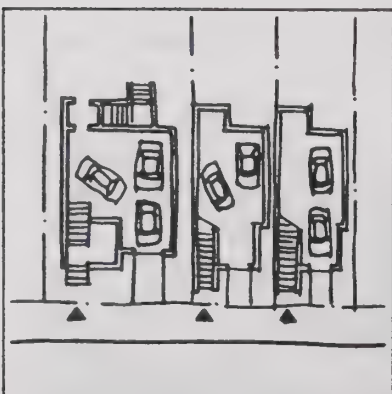


Figure 68: Small Lot Single-Family Parking and Entry configuration.

Setbacks

Front building setbacks shall be a minimum of 15 feet and a maximum of 20 feet. Where a parcel has existing units on either side, the front setback shall be the average of the two adjacent units. A low wall or hedge may be placed at the front property line. Upstairs balconies, porches, stairs, bay windows, and awnings may project up to 6 feet into this setback. Garages may be placed on rear property lines; primary buildings must be a minimum of 10 feet from rear property lines.

Lot Coverage

All Housing Types: 55% maximum lot coverage

Building Configuration

All primary units shall face onto streets. Residential entries shall be visible from the street and articulated by a porch. Windows and bay windows for interior living spaces should overlook streets and parking areas. Detached second units may be placed on rear property lines above a garage.

Parking

Parking Requirements

Flats, Duplexes, Small Lot Single-Family: 2 spaces/unit

Parking Configuration and Design

Garages must be recessed behind the front facade of the primary building at least 6 feet or located in "tuck under" garages which are integral to the building. Garage doors for tuck under garages shall be no more than 10 feet wide. Where a free standing structure is desired, garages placed on rear property lines and accessed by either a side drive or an alley are preferred. To reduce space devoted to parking, tandem parking spaces are strongly encouraged.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

All housing types should reflect the character of older single-family housing in the surrounding area. Duplexes may be provided as stacked flats or side-by-side attached units provided they clearly resemble single-family housing.

Facades

All buildings must contain a street-facing porch and prominent front entry. Bays and balconies are also encouraged to provide additional facade articulation and interest. In no case shall the street facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.

Entries: Primary entrances must face the street. Street access to residential units should be frequent, at approximately 25 - 30 feet on center. Exterior stairs to upper floor units are not permitted on street facing facades, including the front portions of side elevations. Where feasible, corner lots should provide angled entries.

Porches, Patios, Solariums and Balconies: All units must have a street-facing porch with a minimum depth of 6 feet and a clear space of at least 50 square feet. Bays and balconies that overlook streets or rear yards are strongly encouraged. Units with double bays are preferred. Open railings on balconies are not permitted.

Private Open Space

Each lot must have a rear yard with a minimum area of 10' x 25'.



Figure 69: Articulation Example.



Figure 70: Porches

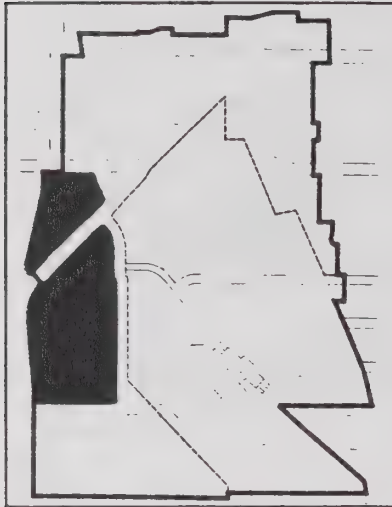


Figure 71: Location of Mixed-Use Commercial/Office.

Mixed-Use Commercial/Office

Community Character

The intent of this designation is to provide opportunities for local-serving retail uses that benefit from both pedestrian access and auto-orientation. It would allow the Lucky's supermarket to expand and/or reconfigure and provide additional space for supporting ancillary shops and upper story professional offices, as well as an opportunity for a second major anchor tenant on the site currently occupied by Serra Bowl.

The following standards and design guidelines strike a balance between supporting convenient auto access and providing opportunities for pedestrian connections. In particular, major anchor tenants will be permitted to orient, in part, towards Junipero Serra Boulevard and large surface parking lots. Smaller ancillary shops will be required to provide a distinct pedestrian emphasis and connection with the major tenants. These small shops will be configured to extend pedestrian connections from San Pedro Road, BART, and future office space on the SamTrans parcel. In order to achieve this balance, a design review process will be required for all development proposals within this designation.

Parcelization

Every effort should be made to aggregate parcels.

Building Types

Buildings within this designation may one and two story structures with surface and/or subsurface parking.



Figure 72: View into reconfigured shopping center from the corner of D and Hill.

Permitted Uses

All buildings within this designation must include ground floor retail space. Upper story office uses are permitted and strongly encouraged.

Appropriate uses include:

Bakery	Laundromat
Bank Teller	Office supplies
Bar and cocktail lounge (c)	Outlet/discount store
Barber shop	Personal services
Beauty salon	Pet store
Book store	Professional office (upper story)
Camera store	Restaurant
Clothing store	Shoe sales and repair
Coffee shop	Small appliance sales and repair
Daycare	Small theater (c)
Deli	Specialty food
Drugstore	Sporting goods
Dry cleaner	Supermarket
Florist	Stationery store
Food and liquor store	Tailor
Gift store	Travel Agent
Hardware store	Toy store
Health club, gym	Variety store
Home furnishings	Video rental
Instruction studio (Dance, exercise, etc.)	

(c) Conditional uses, subject to special review and approval.

Lot Coverage, Height, Setbacks, and Building Configuration

Lot Coverage

Buildings within this designation must have a minimum lot coverage of 35% and a maximum of 60%.

Height

Buildings within this designation may be a maximum of two stories, not to exceed 35 feet, with the exception of landmark tower elements which may extend to 45 feet in height.

Setbacks and Building Configuration

The overall objective of building configuration within this designation is to encourage development of a coordinated shopping center that takes full advantage of the area bounded by D Street, Hill Street, San Pedro Road, and Junipero Serra Boulevard. A secondary objective is to permit future redevelopment on the site to the north bounded by Washington Street, San Pedro Road, and Junipero Serra Boulevard.

Stand-alone major tenants should seek a balance between auto and pedestrian orientation. In general, these large floorplate buildings may face onto centrally located parking lots with good visibility from Junipero Serra Boulevard, but should provide clear pedestrian access from San Pedro Road, Hill Street at A Street, and Hill Street at D Street. As feasible, large anchor stores should be built so that rear facades and loading areas are along Hill and D Streets, rather than placing buildings in the center of the site. No minimum setbacks are required along Hill Street, D Street and San Pedro Road.

Small ancillary shops, typically associated with major tenants, must be configured to draw pedestrians from entries along Hill Street and San Pedro Road. The intent is to create clear pedestrian shopping routes extending from San Pedro Road and from the intersection of Hill and D Streets. These smaller shops must provide primary entries and display windows along key pedestrian connections. A landmark tower building is strongly encouraged at the corner of San Pedro Road and Hill Street, at the terminus of A Street at Hill, and at the intersection of D and Hill Streets. Public plazas must include frontage on both the parking and street sides.

The Hetch-Hetchy right-of-way extends diagonally through the site. No buildings are permitted along the right-of-way, but it may be used for surface parking. This undevelopable area should be taken advantage of when determining building placement, plaza locations, and parking lot access points.

Pedestrian Linkages

Pedestrian access points to commercial uses within this area must be provided at Hill Street at A Street, Hill Street at D Street, and from San Pedro Road. Small pedestrian-oriented plazas shall be provided at these access nodes. In addition, continuous 5 to 10 feet wide sidewalks providing comfortable walking routes must be provided from these entry nodes, through parking lots, and along all building frontages.

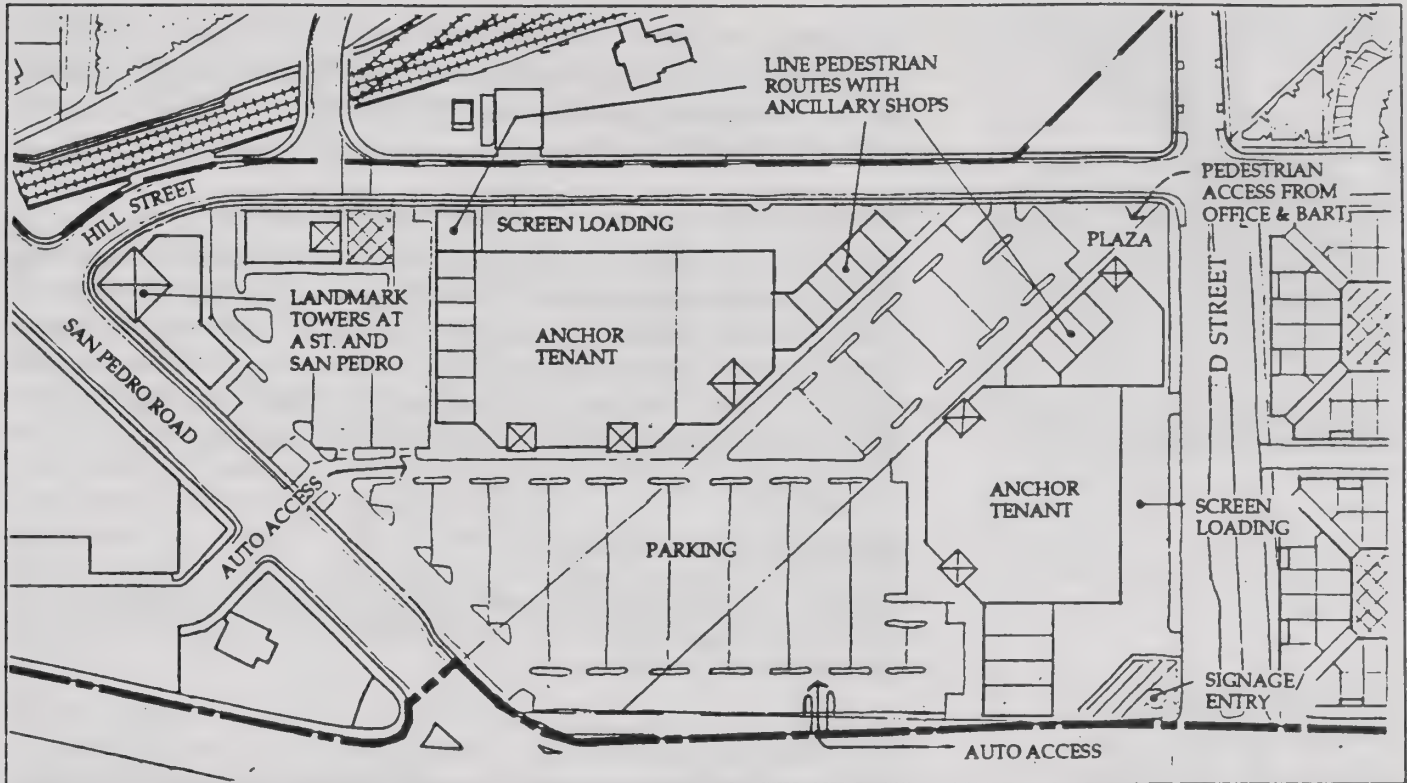


Figure 73: Illustrative Shopping Center Configuration and Pedestrian Linkages.

Parking

Parking Requirements

1 space /225 square feet of commercial or office space.

Parking Configuration and Design

In general, parking should be placed in the center of the site, taking advantage of the Hetch-Hetchy right-of-way and providing clear access and visibility from Junipero Serra Boulevard. Anchor tenants may place parking lots in front of primary entrances; ancillary shops may be adjacent to anchor stores and must orient to primary pedestrian routes, as well as the central parking lot.

Parking lots shall not dominate the frontage of Hill Street or San Pedro Road. Parking lot entrances should be spaced at least 200 feet apart and a minimum of 300 feet from the intersection of D Street and Junipero Serra Boulevard. Parking lots located directly adjacent to any public street right-of-way shall be setback at least 5 feet from street rights-of-way and screened by landscaping or walls not exceeding 4 feet in height. Parking lots should be made to appear as several smaller lots by providing tree-lined aisles and landscaped pedestrian paths.

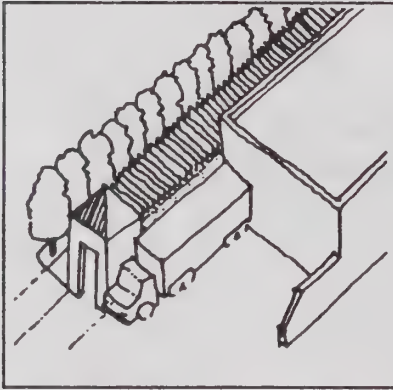


Figure 74: Loading Areas must be screened.

The parking area must be landscaped with a “grove” of trees, with 1 tree planted for at least every 6 spaces. The type of trees selected should provide both canopy and vertical elements to create a visual landmark from I-280.

Loading Areas

Loading areas should be strategically placed to avoid blocking pedestrian connections from the BART station, the SamTrans lot, or from San Pedro Road. Loading areas may be placed on D Street, Junipero Serra, and Hill Street. They must be visually screened from the street or any pedestrian connection by solid walls and trellises planted with evergreen vines or other tall dense landscaping.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

Buildings within this designation will consist of a combination of stand-alone major tenants with single-story, large floorplate buildings, as well as several smaller two-story buildings with ground-floor retail and small offices located above.

While massing diversity is desired for the major tenant buildings, accepted marketing practices typically limit the extent of facade variation and articulation. Where possible, massing should be varied and avoid unarticulated blank walls. An arcade along the front facade and other facades located along pedestrian routes is strongly encouraged.



Figure 75: Building Massing

Ancillary shops and upper story office buildings must, however, support the overall massing approach carried forward in all other land use designations in the study area. These buildings must provide distinct variations in facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects. Street elevations should also be broken with reveals, recesses, and other architectural features to provide visual interest.

Landmark tower buildings are strongly encouraged at the intersection of San Pedro and Hill Street, at the terminus of A Street with Hill Street, and at the intersection of Hill and D Streets.

Facades

Building facades must be articulated with a combination of windows, entries and bays. In no case shall the street or pedestrianway facade of a building consist of an unarticulated blank wall.

Anchor tenants: Anchor tenants should be strongly encouraged to provide more than one building entry for patrons. Entries may orient toward parking lots, but continuous sidewalks must be provided from surrounding streets directly to the doorway. A continuous arcade is strongly encouraged along the front facade, as well as along primary pedestrian connections to Hill and D Streets. In addition, front facades, and facades facing Hill Street, Junipero Serra, and any other pedestrianway must be lined with windows or display areas; in no case shall these building sides consist of more than 6 feet of unarticulated blank wall for every 30 feet of building, except at loading areas. Where a blank wall is unavoidable, a permanent trellis shall be constructed along the expanse of the wall and planted with evergreen vines.

Ancillary shops: Ancillary shops must provide primary, pedestrian-oriented detailing along all pedestrian connections and continuous shopfronts and entries that create an active, interesting streetscape. At the ground floor level, retail uses should be configured in short increments with columns or piers placed at least every 25 - 30 feet; entries to shops should also be placed a minimum of every 25 - 30 feet. Display windows must line the street, with no more than 6 feet of blank, non-window, wall space in every 25 feet of storefront. Display windows must be of clear glass and should begin no higher than 30 inches above finish sidewalk grade. Storefront entries may be accented by 3 to 4 feet recesses to provide door swing space and associated display bays.

The required storefront floor to ceiling height is 12 feet, in order to mimic the style of existing similar buildings. Awnings should clearly define each retail shop and should be placed a minimum of 9 feet and extend up to 12 feet above finish sidewalk grade. Separate awnings should establish the individual identity of small shops and draw attention to their number. Awning breaks also provide an opportunity for expression of vertical facade elements and structural piers, and should be complementary to the building's color.

Upper Story Office Uses: primary entries to upper floor office uses must also be from the street, must be placed every 50 - 60 feet on center, and should be integrated into the facade with retail entries. The design of office entries should be clearly distinct from retail entries in order to signal to pedestrians the difference in uses. Upper story bays and balconies are strongly encouraged and should be at least 6 feet deep and

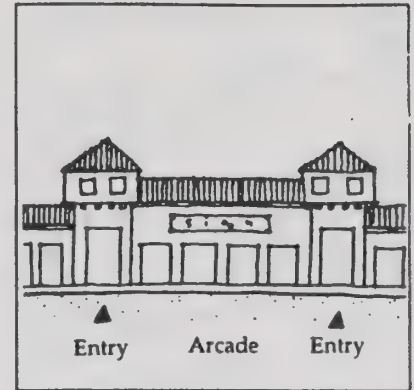


Figure 76: Elevation of Anchor Stores



Figure 77: Entries and Facades of Ancillary Shops

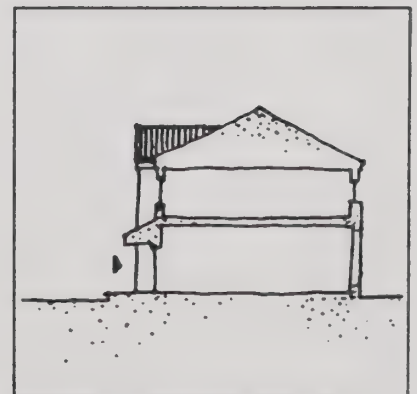


Figure 78: Building Section



Figure 79: Retail Signage

contain at least 50 square feet. Open railings on balconies are not permitted.

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. In general, window and awning signs are encouraged over wall signs or internally lit signs, however both of these types of signs are permitted provided they comply with all other standards. Free-standing signs are discouraged, except at a single major site entry. Window signs must maintain the “transparency” of the window and must be permanently attached. See also Daly City zoning code chapter 17.32.

Plazas and Outdoor Seating

Benches and small “cafe” tables for casual outdoor seating are encouraged along the retail frontages of this designation, as long they are not within the public right-of-way and do not impede pedestrian movements along sidewalks. In particular, a small plaza and/or outdoor cafe is encouraged at the terminus of A Street with Hill Street. These formal outdoor areas must be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Lighting

Lighting that accentuates unique architectural or landscape features is encouraged. Frequent low lighting standards, +/-12’ along on-site pedestrian paths provide a safe walking environment and pedestrian scale elements. Tall auto-oriented light standards are not allowed as primary lighting along pedestrian paths.

Office/Convenience Retail

Community Character

This designation is applied to the current SamTrans Park-and-Ride lot. When BART is extended to the San Francisco Airport, it is anticipated that some portion of the demand for the park-and-ride facility will diminish. Although given the Colma BART station's location relative to I-280, full elimination of park-and-ride spaces may not be feasible.

As land values increase in the study area, joint development on the SamTrans Park-and-Ride lot will become increasingly viable. The site has excellent proximity to I-280, as well as the BART Station pedestrian bridge and nearby commercial uses. The land use plan calls for a mix of "Class A" office space, convenience commercial uses, daycare, and parking facilities. This major employment-generating use would contribute significantly to the transit orientation of the area. On-site commercial uses and day care, framing the kiss-n-ride facility, would allow office workers to take care of errands or visit with a small child during the lunch hour. If park-and-ride spaces are required, they would be provided in a structured parking lot located directly south of the kiss-n-ride.

The following standards and design guidelines provide flexibility in the final building configuration and amount of convenience retail space. They also establish design principles that would require any new buildings to mesh with the character and quality of the surrounding community.

Building Types

Up to six story buildings with structured parking.

Permitted Uses

Class A Office Space

Convenience Retail space must be provided in ground floor locations facing the kiss-n-ride facility as shown on the Land Use Map.

Appropriate uses are as follows:

Bakery	Gift store
Barber shop	Health club, gym
Beauty salon	Office supplies
Book store	Personal services
Coffee shop	Restaurant
Convenience food and liquor	Specialty food
Daycare/Nursery Schools	Stationery store
Deli	Travel Agent
Dry cleaner	Video rental
Florist	



Figure 80: Location of Office/Convenience Retail uses.

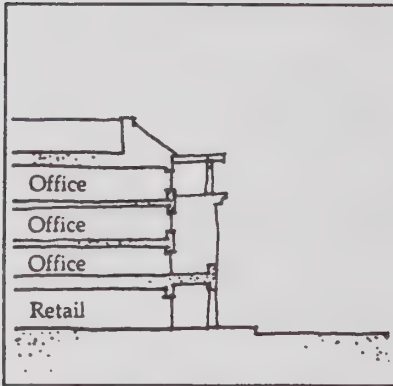


Figure 81: Building Section

Lot Coverage, Height, Setbacks, and Building Configuration

Lot Coverage

Buildings within this designation must have a minimum lot coverage of 75% and a maximum of 100%.

The "BART Station Area Specific Plan EIR" provides impact analysis for up to 309,000 square feet of office uses on this site. This is roughly equivalent to a four story building with structured parking. Development beyond this envelop will require supplemental environmental analysis.

Height

Buildings within this designation may be a maximum of six stories, not to exceed 90 feet above finished grade. In general, however, the majority of building massing should be four stories, with landmark tower elements extending to five stories.

Setbacks

Buildings within this designation must extend to the public street right-of-way, except along D Street, where a 10 foot landscape easement is required. No buildings are permitted on the Hetch-Hetchy right-of-way; this area will be used for permanent open space.

Upstairs balconies and bay windows may also extend to property lines. Ground floor retail arcades or awnings may project up to 6 feet into the sidewalk area. Larger setbacks of up to 20 feet are conditionally permitted for small plazas and outdoor eating areas.

Building Configuration

Buildings should utilize the entire site area, providing structured parking for office uses either within the building's interior spaces or as a sound buffer along I-280. In all cases, active office uses shall face D and Hill Streets. Ground floor retail shall face the kiss-n-ride facility, as shown on the Land Use Map.

The portion of the site located south of the kiss-n-ride facility should be reserved for park-n-ride uses placed in a newly developed structured parking garage. Convenience retail uses must line the ground floor of this garage. If park-n-ride is not needed, this site may be used for additional office space.

Pedestrian Linkages

Strong pedestrian connections must be provided to both the kiss-n-ride facility and the commercial area to the north of D Street. Building configuration should acknowledge these connections through corner entries or small plazas. In addition sidewalks providing comfortable walking routes through parking lots and continuous sidewalks along all building frontages must be provided.

Parking

Parking Requirements

1 space /225 square feet of office space. Commercial uses shall utilize on-street parking.

Parking Configuration and Design

Structured parking shall be utilized on this site once the parcel is redeveloped for office and convenience commercial uses. In the interim the surface parking lot shall remain.

The parking structure shall not dominate the frontage of any street; office or retail uses shall buffer the ground floor portion of any structure. A single "right-in, right-out" parking garage entry will be permitted along D Street. If necessary, a second garage entry to the primary building, and an entry to the potential park-n-ride structure shall be placed close to the terminus of Hill Street. In no case shall a garage entry be wider than 24 feet.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

As discussed above, the Office/Convenience Commercial designation will primarily consist of four story buildings with structured parking placed in within the building's interior or along its perimeter. Buildings that fully utilize the site are preferred over tall towers surrounded by surface parking. Configuration of the parking structure must allow two or more interior courtyards that are either open air or glass-covered.

Consistency with the massing and style of the other buildings within the study area is extremely important. As with the High Density Residential uses, buildings within this designation must provide articulation at 25 and 50 foot intervals, visible roofs, and ground floor arcades at selected locations (see General Design Guidelines).

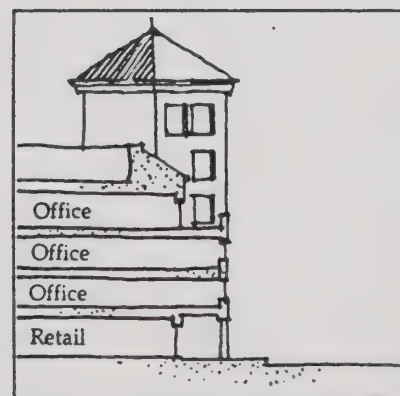


Figure 82: Place a landmark tower element at the corner of Hill and D Street.



Figure 83: Illustrative view of office building with ground floor retail space.

Rather than a monolithic structure, buildings in this area must have a fine grain articulation that provides the visual appearance of several smaller buildings placed close together.

Visibility from I-280 and from BART is an important design determinate. Landmark tower elements are strongly encouraged at the corner of D and Junipero Serra, as well as at D and Hill Street. In general, these towers should be no more than one story taller than the predominate building height.

Facades

Building facades must be articulated with a combination of windows, entries and bays. In no case shall the street facade of a building consist of an unarticulated blank wall.

Primary entries to office uses must be from the street and should be integrated into the facade with retail entries. The design of office entries should be clearly distinct from retail entries in order to signal to pedestrians the difference in uses. The placement of office entries should not, however, encourage pedestrian access across D Street mid-

block between Junipero Serra, as traffic volumes along this segment prevent pedestrian crossings.

A continuous arcade is strongly encouraged along Hill Street facing the kiss-n-ride facility. In addition, facades facing D Street must be lined with windows at ground level or no more than five feet above finished grade; in no case shall these building sides consist of more than 6 feet of unarticulated blank wall for every 30 feet of building.

Upper story bays and balconies are strongly encouraged and should be at least 6 feet deep and contain at least 50 square feet. Open railings on balconies are not permitted.

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials.

A maximum of two corporate logos or building identity signs may be placed on the upper portion of the building – one may face I-280, the second BART.

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. For retail uses, window signs and displays are encouraged. Window signs must maintain the “transparency” of the window, must be permanently attached, and should compliment the architecture of the building. See also Daly City zoning code chapter 17.32.

Plazas and Outdoor Seating

Benches and small “cafe” tables for casual outdoor seating are encouraged along the retail frontages of this designation, as long they are not within the public right-of-way and do not impede pedestrian movements along sidewalks. These formal outdoor areas must be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Lighting

Lighting that accentuates unique architectural or landscape features is encouraged. Frequent low lighting standards, +/- 12' along on-site pedestrian paths provide a safe walking environment and pedestrian scale elements. Tall auto-oriented light standards are not allowed as primary lighting along pedestrian paths.



Figure 84: Facades must be articulated like surrounding buildings.

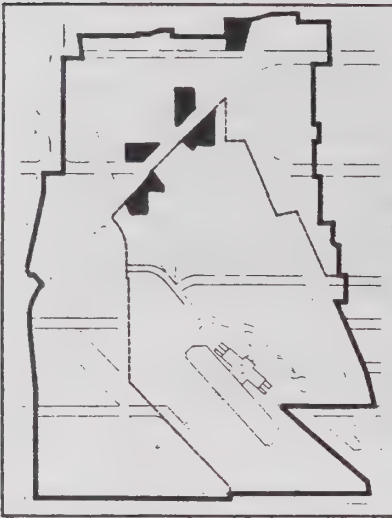


Figure 85: Location of Neighborhood Commercial (Residential Above).

Neighborhood Commercial (Residential Above)

Community Character

The intent of this land use designation is to create pedestrian-oriented shopping along both sides of San Pedro Road. Existing buildings with a similar mix of uses will be maintained; new buildings will be either integrated into the fabric of the street or developed as a part of a larger housing complex.

Ground floor retail space is required along street frontages. Optional upper floor residential uses are to be integrated with building, provide opportunities for additional rental housing, and add to a lively street character. Surface parking for the residential portion will be located in the rear; parking for the retail portion of the building will utilize on-street spaces only.

Parcelization

If new lots are created, they should be sized to allow buildings to orient to streets with rear surface parking.

Building Types

- Small Apartment Buildings with Ground Floor Retail (ground floor retail and up to two floors of residential with rear surface or "tuck under" parking).
- Single story commercial with rear surface parking.

Permitted Retail Uses

Appropriate ground floor uses within this designation include:

Bakery	Laundromat
Bank Teller	Library
Bar and cocktail lounge (c)	Meeting facilities
Barber shop	Office supplies
Beauty salon	Personal services
Book store	Pet store
Camera store	Post office
Clubs and lodges	Professional office (c)
Clothing store	Restaurant (excluding drive-in)
Coffee shop	Shoe and shoe repair
Daycare	Small appliance sales and repair
Deli	Small theater (c)
Drugstore	Specialty food
Dry cleaner	Sporting goods

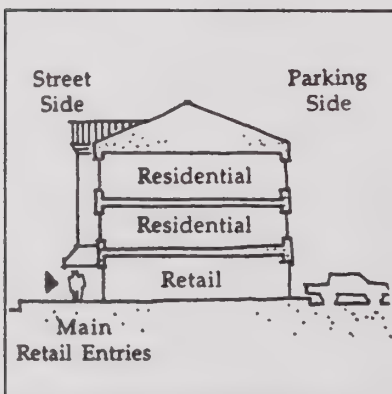


Figure 86: Typical Building Section

Florist	Stationery store
Food and liquor store	Tailor
Gallery (art and craft)	Toy store
Gift store	Variety store
Hardware store	Video rental
Health club, gym	
Home furnishings	
Instruction studio (dance, exercise, etc.)	

(c) Conditional uses, subject to special review and approval.

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Density

Up to two stories of residential units may be developed within this designation. Residential densities may be between 20 and 40 du/net acre.

Height

Buildings along San Pedro Road may be a maximum of three stories, not to exceed 45 feet in height measured from finished grade to the highest point of the parapet of a flat roof or to the crest of a pitched roof.

Setbacks

Ground floor awning and upper floor bays and balconies may extend up to 6 feet into the public right-of-way, provided through pedestrian access is not impeded. Larger front setbacks of up to 20 feet are conditionally permitted for small plazas and outdoor eating areas.

Lot Coverage

In general, lot coverage will be determined by the amount of parking that is provided. Within this designation, buildings must cover a minimum of 40% and a maximum of 60% of the lot.

Building Configuration

All buildings must provide a prominent presence facing the street. In no case shall a surface parking lot be permitted in front of the building.

Parking

Parking Requirements

All ground floor retail space shall utilize on-street parking, rather than provide on-site visitor parking spaces.

1.25 parking spaces must be provided for each residential unit.



Figure 87: Existing Buildings on San Pedro Road.

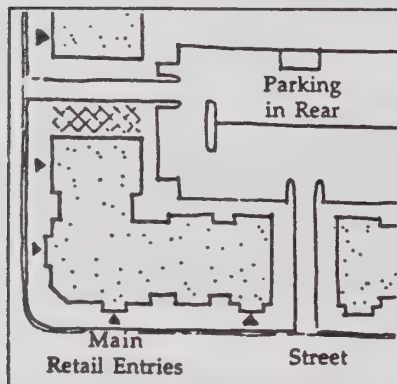


Figure 88: Parking Configuration.

Parking Configuration and Design

Parking may not be located along the street frontage. Rather, a single entry to a rear surface parking lot or garage is permitted per building from the street, however, access to parking lots from side streets is strongly encouraged.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

The ground floor retail component of this designation is the key to providing architectural diversity and "liveliness" along streets. As with uses within the High Density Residential designation, no building or project may appear to dominate an entire street or block. Variations in floor level, facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects are required (see Facades below). Street elevations should also be broken with reveals, recesses, and other architectural features to provide visual interest.

Facades

Building facades must be articulated with a combination of retail windows and entries, and residential bays and entries. As with High Density Residential, facade articulation must emulate the rhythm of the surrounding older residential areas.

Retail facades: shopping streets with ground floor retail uses must be lined with continuous shopfronts and entries that create an active, interesting streetscape. At the ground floor level, retail uses should be configured in short increments with columns or piers placed at least every 25 - 30 feet; entries to shops should also be placed every 25 - 30 feet. Display windows must line the street, with no more than 6 feet of blank, non-window, wall space in every 25 feet of storefront. Display windows must be of clear glass and should begin no higher than 30 inches above finish sidewalk grade. Storefront entries may be accented by 3 to 4 feet recesses to provide door swing space and associated display bays.



Figure 89: Retail Facades

The required storefront floor to ceiling height is 12 feet, in order to mimic the style of existing similar buildings. Awnings should clearly define each retail shop and should be placed a minimum of 9 feet and extend up to 12 feet above finish sidewalk grade. Separate awnings should establish the individual identity of small shops and draw attention to their number. Awning breaks also provide an opportunity

for expression of vertical facade elements and structural piers, and should be complementary to the building's color.

Residential facades: See High Density Residential.

Plazas and Outdoor Seating

Benches and small "cafe" tables for casual outdoor seating are encouraged along the retail frontages of this designation, as long they do not impede pedestrian movements along sidewalks. Larger plazas and outdoor cafes are also encouraged along the northern frontage of San Pedro or at the juncture of El Camino Real and the pedestrianway. These formal outdoor areas should be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Residential Courtyards and Open Space

Refer to "Courtyards and Open Space" under High Density Residential

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. In general, window and awning signs are encouraged over wall signs or internally lit signs. Window signs must maintain the "transparency" of the window and must be permanently attached. See also San Mateo County zoning code and Daly City zoning code chapter 17.32.



Figure 90: Signage

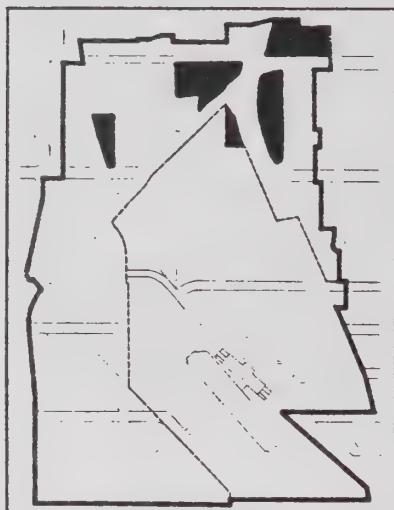


Figure 91: Neighborhood Commercial.

Neighborhood Commercial

Community Character

The intent of this land use designation is to maintain and enhance existing single-story commercial uses and provide limited opportunities for additional infill and expansion.

If existing tenants propose renovations or additions equal to or greater than 25% to the pre-improvement value, the following new standards and guidelines shall be applied.

Parcelization

No new parcels shall be created within this designation.

Building Types

Buildings within this designation may one and two story structures with surface parking.

Permitted Uses

See Neighborhood Commercial (Residential Above).

Intensity, Lot Coverage and Building Configuration

Intensity

Buildings within this designation must have a minimum Lot Coverage of 35% and a maximum of 60%.

Height

Buildings within this designation may be a maximum of two stories, not to exceed 35 feet.

Setbacks

To the extent feasible, new buildings shall be brought to the street edge, particularly along Mission, San Pedro and Washington Streets. No other minimum setbacks are required.

Building Configuration

New buildings should seek a balance between auto and pedestrian orientation. In general, large floorplate buildings may face onto centrally located parking lots, but should provide clear pedestrian access from adjacent streets.

Loading areas should be strategically placed behind or to the side of buildings to avoid blocking pedestrian connections from adjacent streets.

Pedestrian Linkages

Sidewalks providing comfortable walking routes through parking lots and continuous sidewalks along all building frontages must be provided.

Parking

Parking Requirements

1 space / 225 square feet of commercial space.

Parking Configuration and Design

Parking should be placed behind or to the side of buildings and should not dominate the frontage of adjacent streets. Parking lot entrances should be spaced at least 200 feet apart. Parking lots located directly adjacent to any public street right-of-way shall be setback at least 5 feet from street rights-of-way and screened by landscaping or walls not exceeding 4 feet in height. Parking lots should be made to appear as several smaller lots by providing tree-lined aisles and landscaped pedestrian paths.

The parking area must be landscaped with a "grove" of trees, with 1 tree planted for at least every 6 spaces. The type of trees selected should provide both canopy and vertical elements.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be *in addition* to the General Design Guidelines.

Massing

While massing diversity is desired for buildings within this designation, accepted marketing practices typically limit the extent of facade variation and articulation. Where possible, massing should be varied and avoid unarticulated blank walls.

Facades

Building facades must be articulated with a combination of windows, entries and bays. In no case shall the street facade of a building consist of an unarticulated blank wall. Where a blank wall is unavoidable, a permanent trellis shall be constructed along the expanse of the wall and planted with evergreen vines.



Figure 92: Integrate new buildings with existing.

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. In general, window and awning signs are encouraged over wall signs or internally lit signs, however both of these types of signs are permitted provided they comply with all other standards. Free-standing signs are not permitted. Window signs must maintain the "transparency" of the window and must be permanently attached. See also Daly City zoning code chapter 17.32.

Loading Areas

Loading areas should be strategically placed to avoid blocking pedestrian connections and in general, must be placed behind buildings. Loading areas must be visually screened from the street or any pedestrian connection by walls, trellises, arcades, or tall dense landscaping.

Lighting

Lighting that accentuates unique architectural or landscape features is encouraged. Frequent low lighting standards, +/- 12' along on-site pedestrian paths provide a safe walking environment and pedestrian scale elements. Tall auto-oriented light standards are not allowed as primary lighting along pedestrian paths.

Transportation and Circulation

Streets and Intersection Improvements

As discussed above, under Transportation and Circulation Policies, very few street improvements are required solely from Specific Plan-related development. However, a number of intersections within the study area will be expanded as part of a larger program to mitigate impacts from existing congestion and BART-related traffic. A full list of these improvements is provided in Appendix B. BART, SamTrans, Daly City and San Mateo County have identified, or are in the process of identifying, funding sources for these additional improvements. Because the demand for these facilities is not generated by the new uses planned within the Specific Plan study area, the following discussion assumes their implementation.

The street improvements recommended by this Specific Plan seek to resolve additional congestion impacts, improve the quality of the pedestrian experience, and establish an identifiable character to the area through consistent landscaping treatment and the creation of formal gateways.

Standards for street improvements within the study area, as recommended by the Specific Plan are as follows:

Junipero Serra

Junipero Serra acts as the freeway frontage road and a main travel way in the study area. As a result of existing and BART-related development, it will be widened at the intersections. In conjunction with these improvements, landscaping and a sidewalk should be provided as shown in Figure 82. Street tree recommendations are provided in Table 6.

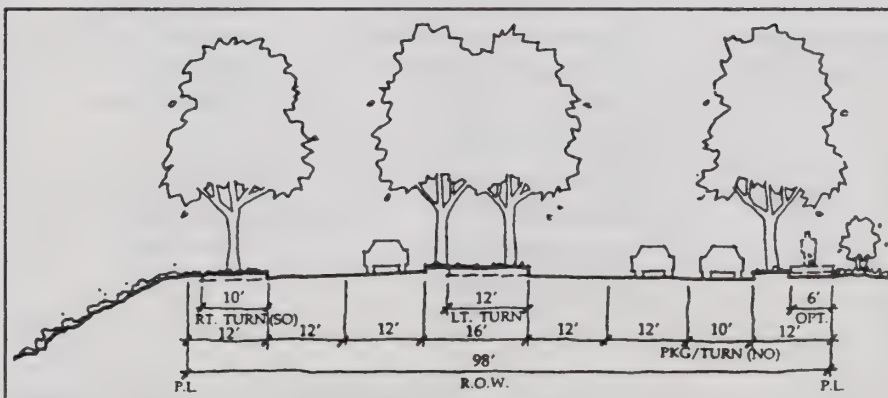


Figure 93: Junipero Serra from D Street to San Pedro Road.

Table 6: Street Tree Recommendations

Junipero Serra El Camino Real	<i>Tilia cordata</i> <i>Tristania conferta</i> <i>Platanus acerfolia</i> 'Yarwood' Center divider: <i>Prunus lyonii</i> <i>Cercis canadensis</i>	Little-leaf Linden Brisbane Box Sycamore Catalina Cherry Eastern Redbud
D Street	<i>Fraxinus oxycarpa</i> 'Raywood' <i>Tilia cordata</i> <i>Cercis canadensis</i> <i>Koelreuteria bipinnata</i> <i>Koelreuteria paniculata</i> Specimen Tree: <i>Cupressus macrocarpa</i> <i>Magnolia grandiflora</i>	Raywood Ash Little-leaf Linden Eastern Redbud Chinese Flame Tree Golden Rain Tree Monterey Cypress Magnolia
Hill Street San Pedro Avenue Washington Street	<i>Tristania conferta</i> <i>Fraxinus oxycarpa</i> <i>Koelreuteria bipinnata</i> <i>Pyrus kawakamii</i> <i>Pistacia chinensis</i>	Brisbane Box Raywood Ash Chinese Flame Tree Evergreen Pear Chinese Pistache
A Street Reiner Street F Street	<i>Fraxinus oxycarpa</i> <i>Koelreuteria bipinnata</i> <i>Platanus acerfolia</i> 'Yarwood' <i>Pyrus kawakamii</i> <i>Ceratonia siliqua</i> <i>Laurus nobilis</i> <i>Myoporum laetum</i> <i>Matenus boaria</i>	Raywood Ash Chinese Flame Tree Sycamore Evergreen Pear Carob Sweet Bay Myoporum Mayten Tree

D Street from Junipero Serra to Hill Street

This will be the primary entry point for a majority of visitors to the area. It will connect directly to the BART Station parking garage, the SamTrans park-n-ride lot, a new kiss-n-ride facility on the SamTrans lot, and new commercial uses north of D Street. Intersection improvements will be made in conjunction with BART. A strong "gateway" treatment should occur along this street segment. Tall trees with arching canopies, shall be planted 30 feet on center in the median and on both sides of the street. Street tree recommendations are provided in Table 6. In addition, minimum 10 foot landscape easements shall be provided outside the public right-of-way. If a commercial loading dock is placed along the northern frontage, it shall be screened with both a fully opaque wall and planted with evergreen vines.

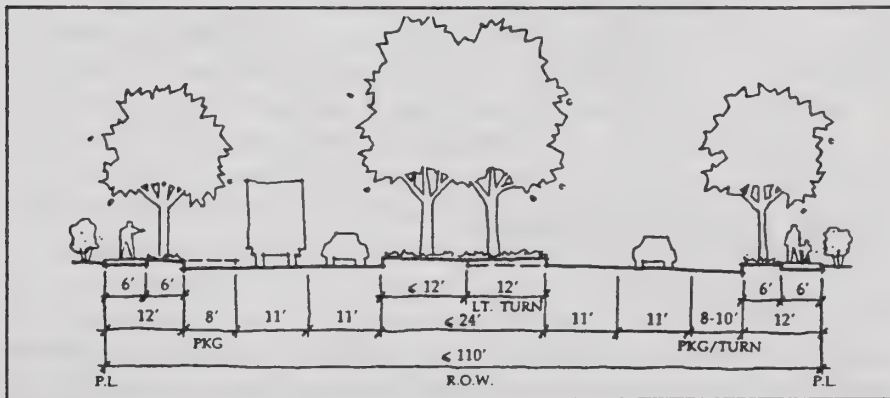


Figure 94: D Street at Junipero Serra

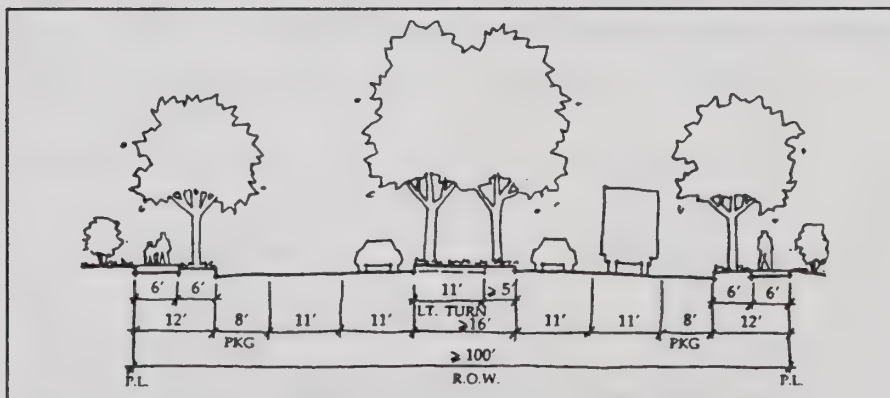


Figure 95: D Street at Hill Street

Hill Street

Hill Street will provide both access to commercial uses and frontage onto the BART yard. Every effort should be made to improve its quality and character, yet ensure adequate auto access. Its 70 foot right-of-way should be improved with three travel lanes (includes a center turn lane), parking on both sides of the street sidewalks and trees placed in tree grates. Street tree recommendations are provided in Table 6.

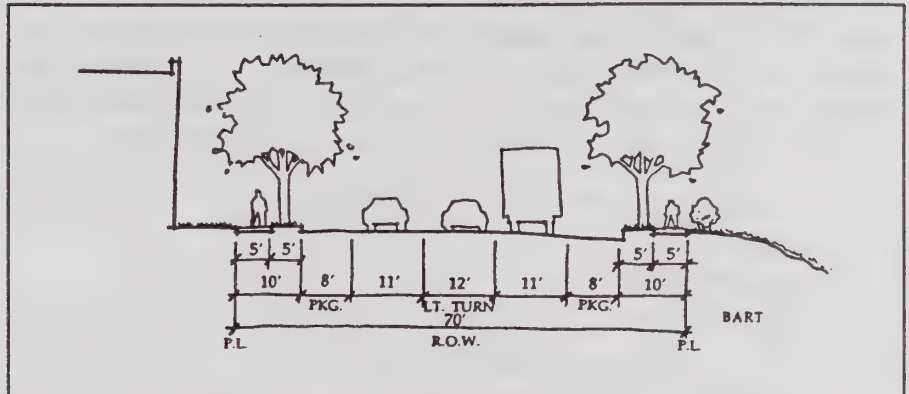


Figure 96: Hill Street typical cross-section.

San Pedro Road

San Pedro Road will continue to function as a pedestrian-oriented shopping street. Minor landscaping improvements are recommended. Maintain existing right-of-way. Add street trees every 50 feet and light standards next to curb. Street tree recommendations are provided in Table 6. Widen sidewalk to a minimum of 6 feet, if feasible.

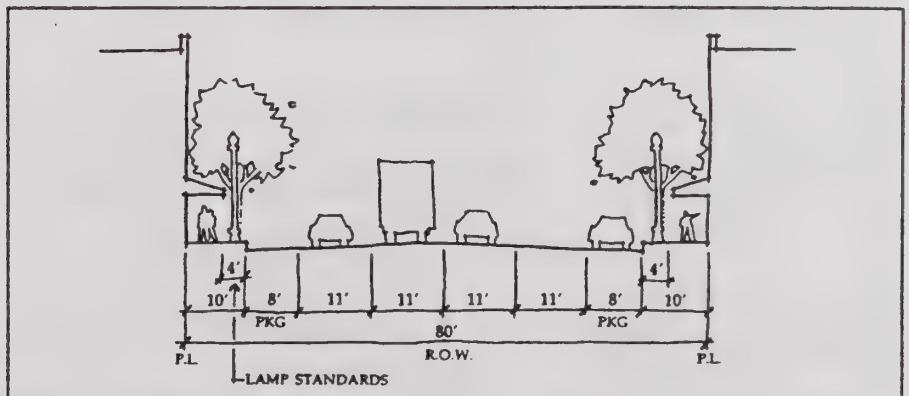


Figure 97: San Pedro Road shopping street.

Washington Street

Washington Street is intended to remain as a primary entrance to the study area and through route. Restriping and sidewalks are recommended. Street tree recommendations are provided in Table 6.

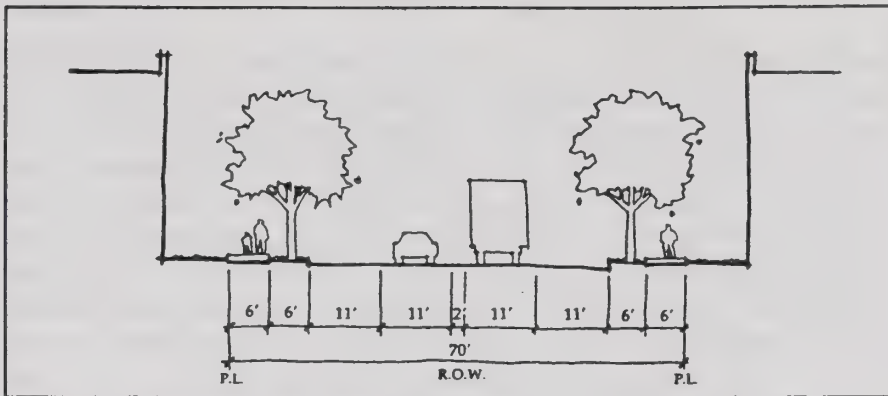


Figure 98: Washington Street ultimate cross-section.

E Camino Real

El Camino Real is a major connecting route from Daly City to the Town of Colma. The plan calls for it to transition to a "residential boulevard," not only to provide additional housing opportunities, but to facilitate through traffic flow, rather than the congestion fostered by strip commercial uses. Within a 10 foot easement on both sides of the street, 6 foot sidewalks will be continuous and a row of street trees will be planted in tree grates. At intersections and approximately every 300 feet, the sidewalk area will widen into the parking lane to allow additional street trees. The median will vary from 12 to 16 feet to allow both landscaping and left turn pockets, and the street itself will be restriped to provide three 12 foot travel lanes in each direction. All of this will be accomplished within the existing 124 foot right-of-way. A major storm drainage culvert runs under the median and prevents planting deep rooted trees. Drought tolerant, but flowering shrubs shall be used. Street tree and median landscaping recommendations are provided in Table 6.

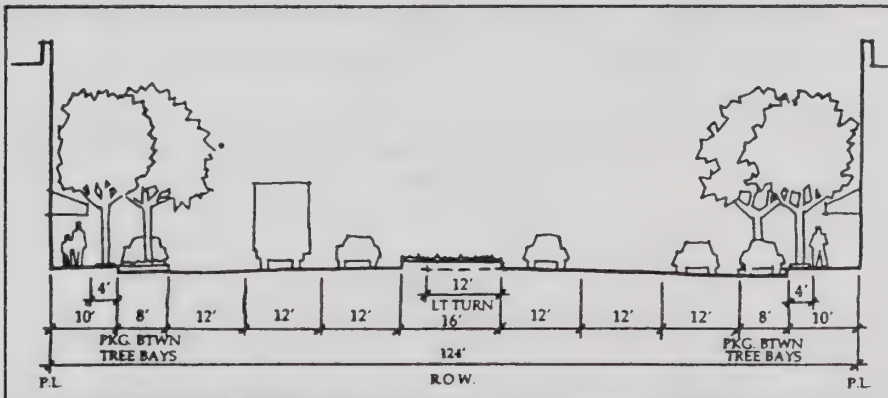


Figure 99: El Camino Real conversion to a residential boulevard.

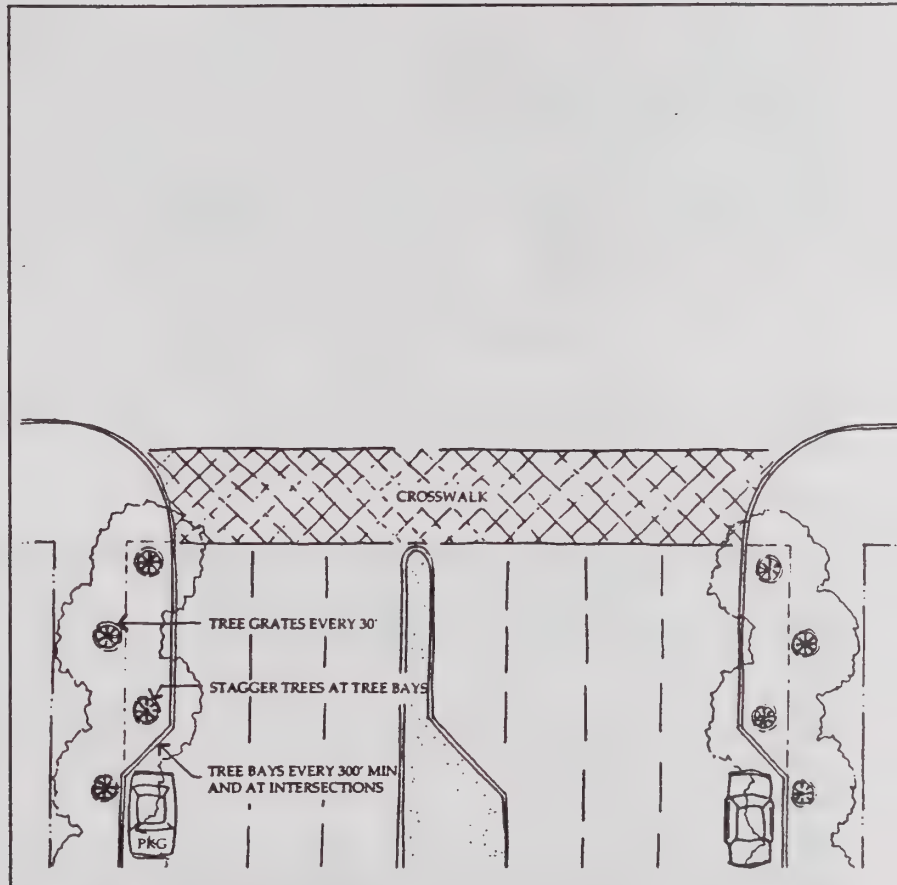


Figure 100: Plan view of El Camino Real with bays at intersections and every 300.'

A limited amount of ground floor commercial uses are planned along the western frontage of El Camino Real in conjunction with a pedestrianway that connects to the BART Station entrance. A single bay of angled parking shall be provided with these commercial uses and maintained as a private right-of-way. This parking bay shall function as an informal kiss-n-ride facility during commute hours via proper signage. If warranted a signal may also be required at A Street.

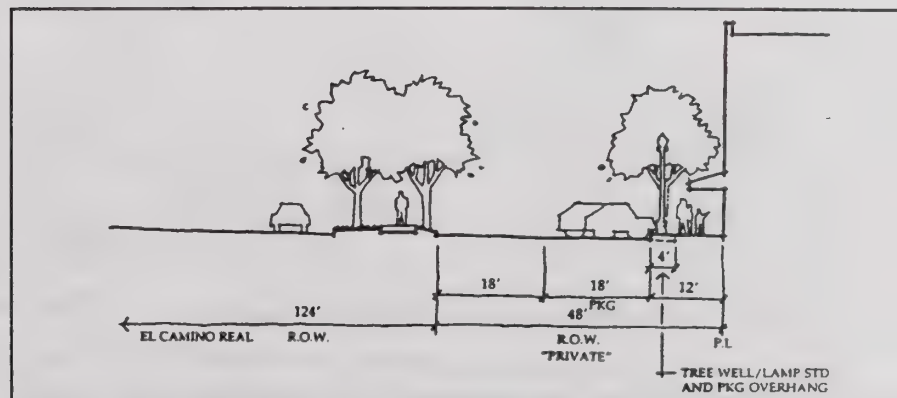


Figure 101: Informal kiss-n-ride along El Camino Real at the pedestrianway.

A Street

The Specific Plan recommends extension of A Street from Reiner Street to a new bridge being constructed by BART that connects to Hill Street. The existing 50 foot right-of-way will be maintained. Street improvements should provide sidewalks on both sides, street trees in tree wells located in the parking lanes, and two through 11 foot travel lanes. A single tree species should be selected for the entire length of the street. It should provide a wide canopy, yet grow tall enough to permit truck clearance; root systems should be deep, rather than surficial. Street tree recommendations are provided in Table 6.

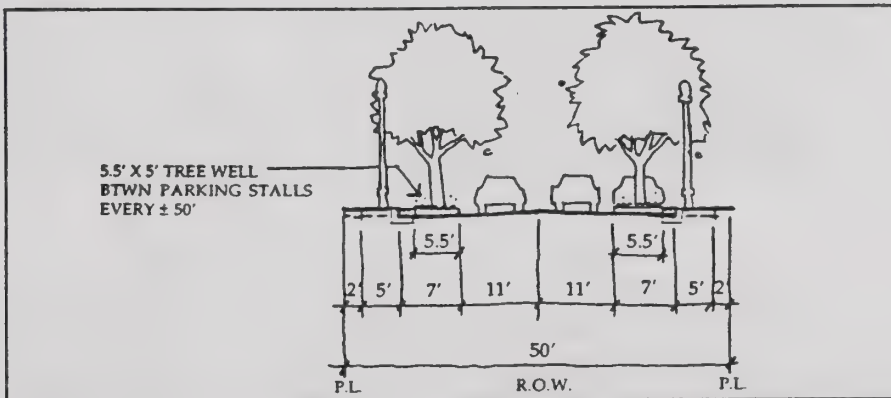


Figure 102: A Street improved right-of-way.

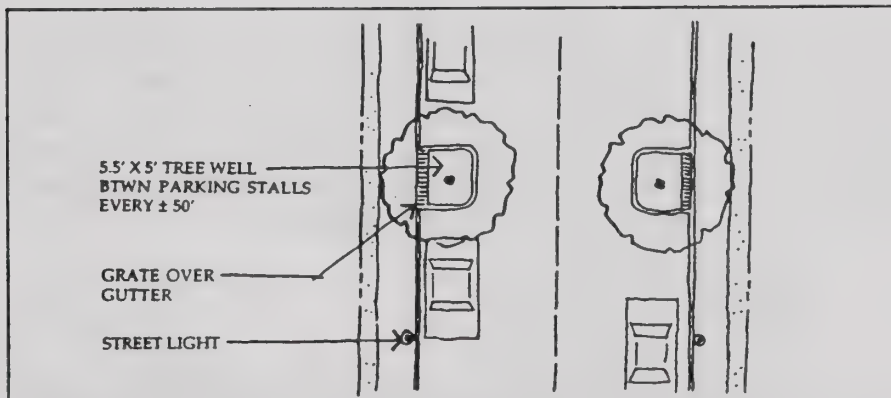


Figure 103: Tree wells placed in the parking lane on A Street.

Reiner Street

Reiner Street has recently been repaved and widened, but under the Specific Plan would serve as a major north-south pedestrian route. Maintaining its existing right-of-way and sidewalk and curb locations, street trees would be placed in the parking lane roughly every 50 feet. Light standards would also be provided. In addition, left turns out of, as well as into, Reiner Street at San Pedro Road would be prohibited for all autos, excluding emergency vehicles. Street tree recommendations are provided in Table 6.

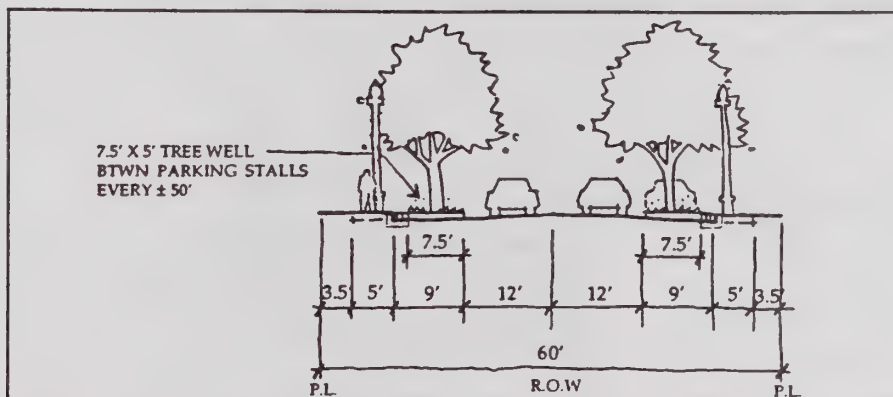


Figure 104: Reiner Street would be improved to include street trees and lights.

F Street

F Street will serve as the primary access route from El Camino Real to the BART parking garage. At El Camino Real it is expected that BART-related development will trigger the need for two left turn lanes from El Camino Real onto F Street. Along the length of the street, however, F Street can return to one travel lane in each direction. Street improvements must provide street trees and sidewalks.

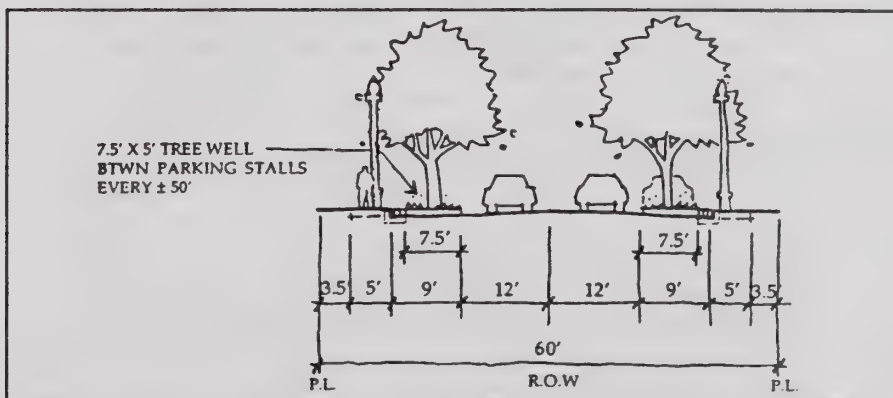


Figure 105: F Street improvements.

Pedestrian Paths and Easements

El Camino to BART Station Pedestrianway

The precise alignment of the planned pedestrianway extending from El Camino Real to the eastern entrance to the BART Station is not fixed and shall be determined at the time a development proposal is submitted for any parcel between A and D Streets. The preferred alignment option includes use of the B Street right-of-way to connect with the station entrance. The first option would entail a combination of plazas, steps, and disabled access ramps leading up the hill mid-way between A and D Street along a mapped, but unimproved street right-of-way. A second optional alignment would provide a diagonal extension from the corner of A Street and El Camino Real. While the latter option would provide a dramatic connection to the BART Station, its implementation would require aggregation of a number of parcels, and would likely only occur with the authority of a Redevelopment District.

The pedestrianway shall maintain a minimum 40 foot wide public easement connecting El Camino Real with the BART Station entrance. Distinctive public plazas shall be located at either end which are faced by retail shops and/or restaurants. Sculptural elements or ornamental trees are encouraged in these plazas to further note the special character of these destinations. The pedestrianway itself shall include high quality special paving materials, stairs, a double row of street trees (Raywood Ash and Evergreen Pear), disabled access ramps that are fully integrated into the design, seating areas, street lights, and trash receptacles. Its character shall be grand and distinctive, reflecting its importance as one of the few places of public activity in the study area.

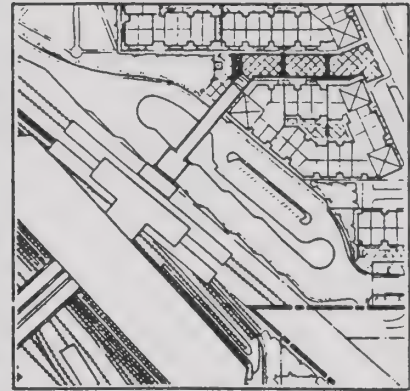


Figure 106: Pedestrianway connection along B Street right-of-way.

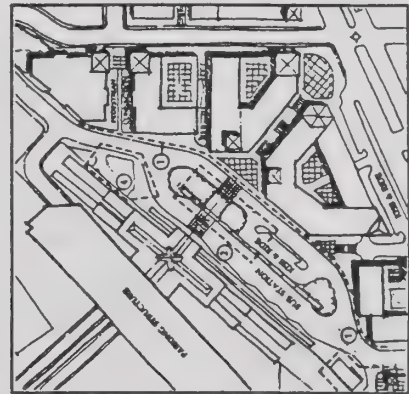


Figure 107: Pedestrianway connection diagonally from the corner of A Street and El Camino Real.



Figure 108: Illustrative view of Pedestrianway mid-way up the hill.

Other Pedestrian Connections

These passageways, provided in conjunction with private development projects should consist of short walkways at least 10 feet wide. At a minimum, a paved walkway (5 feet wide), lighting and landscaping shall be required.

Kiss-n-Ride Facilities

Each kiss-n-ride facility must provide convenient passenger drop-off space, short term parking spaces which double as retail parking in off-commute hours, seating areas, lighting, telephones, trash receptacles, and if appropriate, covered waiting areas.



Figure 109: Illustrative view of plaza at the base of the pedestrianway surrounded by ground floor retail and residential uses.

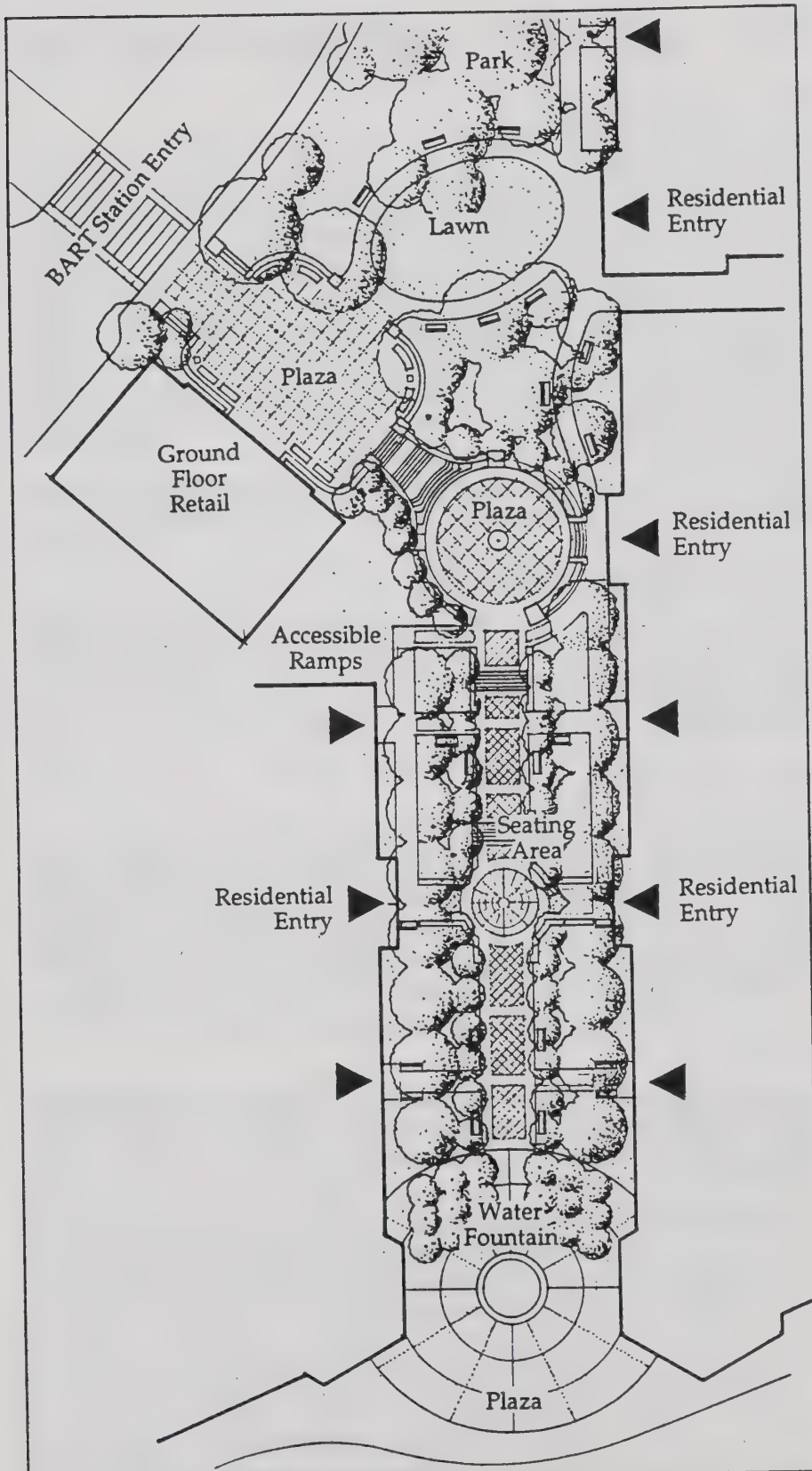


Figure 108: Illustrative Plan of Pedestrianway.

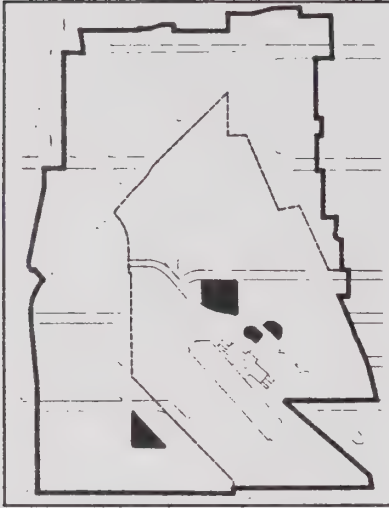


Figure 111: Location of parks and public facilities.

Parks and Public Facilities

Parks and Open Space

Reiner Street Park

A new park shall be developed at the terminus of Reiner Street. Its area will include a combination of abandoned street rights-of-way (Reiner Street and B Street) and purchased property. It shall be designed to provide neighborhood park facilities for new area residents, as well as a formal pedestrian connection from Reiner Street to BART. A majority of the site should be planted in a lawn, suitable for both passive and active enjoyment. It could also, however, accommodate smaller sports facilities such as basketball, bocci, and tennis, as well as children's play equipment and picnic facilities. If a grade change occurs between the park and the BART station area, direct stairs and disabled access from the park shall be provided.

Alemany Street Right-of-Way

In conjunction with any future development on the Holy Angel's Church site, a landscaped "green" shall be provided on the mapped right-of-way of Alemany Street. This area shall be developed primarily for the use of adjacent residents.

Hetch-Hetchy Right-of-Way

Southeast of D Street, the Hetch-Hetchy right-of-way consists of a deep swale, unsuitable for use as a parking lot or other public access area. This plan recommends protection of this portion of the Hetch-Hetchy as a permanent landscaped easement. While underground water pipes prevent trees or other buildings in this area, grass and small shrubs should be planted as a gateway symbol along F Street.

Schools

As improvements are contemplated for both Jefferson School and the Holy Angel's Church parochial school, these two agencies are encouraged to:

- Maintain the existing Jefferson School building.
- Provide permanent structures, rather than portable classrooms.
- Encourage some landscaped playfields, rather than entirely hard surfaces.

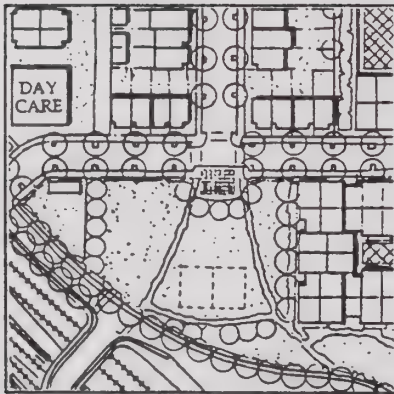


Figure 112: Reiner Street Park.

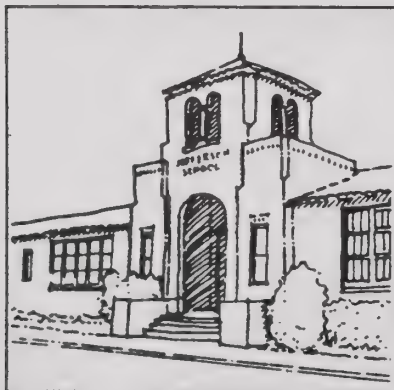


Figure 113: Jefferson School

Implementation

Implementation of the BART Station Area Specific Plan will occur over a long period of time and require on-going cooperation between property owners and a wide range of public agencies. Every level of planning and construction will be affected, from design of individual projects to construction of public facilities and streets. BART and SamTrans will also be asked to maintain an on-going role to ensure that their facilities are well integrated into the larger community. While this level of coordination is unusual, it is essential given the complexity of issues facing the site and the magnitude of changes expected once the BART station opens.

In the vast majority of cases, development will occur on an incremental basis, as market demand for planned land uses grows. Property owners with existing homes and businesses will be allowed to remain until an application for renovation or new development is submitted. At that time, the Development Standards and Design Guidelines will be triggered and proposals will be required to be consistent with this Specific Plan. In some instances, improvements that benefit the larger area will be built in a coordinated manner prior to build-out of adjacent parcels. A discussion of these specific improvements is provided in the section titled Public Facilities Implementation.

Overall, the Specific Plan represents a clarification of the General Plans and zoning requirements of both Daly City and San Mateo County. For example, this plan's land use densities, intensities, and other design standards often are more restrictive than those of the broad General Plan and zoning categories. This was done in order to make new development very responsive to on-site conditions and to create a common and unifying "architectural vocabulary" for the area.

The process for approving individual development plans may also be modified. Because a strong urban design element has been incorporated into this plan, a greater level of attention will be paid to site plan and architectural review. Within the county, a special design review process could be created to review new proposals and to ensure that they are consistent with these policies and standards.

This chapter is presented in two sections. The first, Planning Actions and Project Approvals, establishes policies for review of individual proposals, long-range jurisdictional issues, and on-going maintenance of the Specific Plan. The second section, Public Facilities Implementation, identifies the capital improvements that are required to implement the plan and strategies for financing and on-going maintenance.

Planning Actions and Project Approvals

General Plan Amendments

State law requires Specific Plans to be consistent with locally adopted General Plans. Both map and text amendments will be required prior to adoption of the BART Station Area Specific Plan. In this case, the current governing documents are the Colma Area Plan (San Mateo County's interpretation of the General Plan) and the Daly City General Plan. In order to provide the greatest degree of internal consistency, San Mateo County will amend the Colma Area Plan.

San Mateo County and Daly City utilize different land use designations, which in turn, differ from those used by the Specific Plan. Table 6 translates these designations into common terminology. Since the County intends to amend the Colma Area Plan to be fully consistent with this Specific Plan, no General Plan text inconsistencies are expected. Daly City has already adopted a General Plan amendment related to recent annexation of the areas west of the BART Station. New text should be added referring readers to the Specific Plan as the site-specific regulatory document.

Table 6: General Plan Designations

BART Station Area Specific Plan	San Mateo County standards per Colma Area Plan	Daly City standards per General Plan
Low Density Residential 6 - 12 du/net acre	N/A	Low Density Residential 2 - 14.5 du/net ac
Medium Density Residential 12 - 25 du/net acre	High Density Residential 17.5 - 87 du/net acre	Medium Density Residential 21 - 35 du/net ac
High Density Residential 25 - 55 du/net acre	High Density Residential 17.5 - 87 du/net acre	High Density Residential 36-50 du/net ac
Neighborhood Commercial	N/A	Neighborhood Commercial
Neighborhood Commercial (Residential Above)	Mixed-Use Commercial/Residential	Residential Retail
Commercial (Office Above)	N/A	Retail and Office Commercial
Mixed-Use Office/ Convenience Retail	N/A	Office Commercial
Park and Plaza	Public Recreation	Open Space Recreation Public
Public and Institutional	Institutional	Government Facilities/ Schools
BART	Transportation Facilities	Government Facilities

N/A - Not Applicable

Zoning Amendments

At this time, Daly City and San Mateo County intend to take slightly different approaches to zoning in the Specific Plan area, as discussed below:

Daly City

Daly City will primarily use standard zoning designations with a Design Review Overlay. One exception will be the area designated for Mixed-Use Commercial/Office, where a Planned Development (P-D) designation will be used to provide greater flexibility in site planning and land use mix than a standard zoning designation would permit. In each case, however, the general requirements of the Daly City zoning categories should be further clarified by the Specific Plan Development Standards and Design Guidelines. Specific zoning recommendations are as follows:

- Utilize the Planned Development (P-D) designation, with a Design Review Overlay (S-1) for the areas designated on the Specific Plan Land Use Map as Mixed-Use Commercial/Office in order to encourage high quality development that is consistent with the desired mix of uses, site planning standards, and architectural design guidelines of this plan. Consider setting a minimum parcel size of at least 4 acres to encourage coordinated development of the site.
- Consider revisions to the R-2 zoning designation to permit multi-family buildings at the same overall densities.
- Either a new zoning designation for Neighborhood Commercial (Residential Above) should be prepared to allow mixed-use buildings or a Planned Development (P-D) designation, with a Design Review Overlay (S-1) should be used for parcels designated for ground-floor retail with housing above.
- In all instances where a Design Review Overlay (S-1) is shown, utilize the design guidelines of this plan as a measure of quality and compatibility.

San Mateo County

San Mateo County is considering four broad approaches to zoning in the study area, as follows:

1. Create new conventional zoning districts that only apply to this Specific Plan area and incorporate the Development Standards identified in this document.
2. Create PUD zoning districts in conjunction with development proposals. Each similarly designated land use area would be

rezoned to reference the Specific Plan. PUD zoning districts would be written to accommodate specific development proposals as they are received.

3. Utilize a combination of PUD and conventional zoning. Areas where single parcel projects would be accommodated would carry conventional zoning. Areas where parcel aggregation is encouraged would be designed as a PUD.
4. Create a single BART Station Area Specific Plan Zone. All development proposals would be referred to the Specific Plan Development Standards and Design Guidelines.

Regardless of which approach is utilized, the following additional recommendations are made:

- Designate the entire area within the County as a Design Review Overlay District and utilize the Development Standards and Design Guidelines of the Specific Plan for individual project review.
- Consider establishing minimum parcel size requirements for the block bounded by El Camino Real, A Street, Reiner Street and the B Street right-of-way to encourage parcel aggregation and development of higher density housing types.

Development Approval and Design Review Process

Plans for all proposed projects shall be submitted by the applicant to the appropriate jurisdiction. Each plan, regardless of its zoning designation, shall be reviewed to ensure that it is consistent with the Development Standards and Design Guidelines set forth by this document. Any submittal must provide all studies as required by this plan, as well as demonstrate how the proposed project fits within the build-out estimates assessed in the Environmental Impact Report. The Planning Director of the appropriate jurisdiction may request additional environmental studies or information if issues arise that have not been addressed by the EIR or if the proposed plan differs substantially from the project description of the EIR.

Design review regulations are applicable to all new development within the study area to ensure quality design. A greater level of review will be applied to projects proposed within either the City's Design Review Overlay Zone or within the County's Design Review Overlay District.

The City and County may wish to form a special design review board for the purpose of reviewing projects within the Specific Plan study area, in order to ensure a great degree of consistency in design decision-making between jurisdictions. This Board would consist of appointed

members from both jurisdictions. Their task would be to review both site plans and building architecture to ensure that they comply with the goals of the overall project, as stated in this document, as well as the fixed and flexible criteria established in the Development Standards and Design Guidelines.

Interim/Non-Conforming Uses

As the area transitions from low intensity uses and underutilized parcels to a mix of moderate and high intensity transit-oriented uses, existing uses that are inconsistent with the Specific Plan should be regulated and closely monitored to ensure that the long term opportunities remain intact. Effective non-conforming use regulations must be prepared and followed to prevent major investment under existing standards and zoning. Unless there is an effective means of either amortizing existing uses or prohibiting substantial improvements, a slow change in land use and implementation of the Specific Plan can be expected.

Daly City

Daly City has an adopted ordinance regulating non-conforming uses (Zoning Ordinance Chapter 17.42). The provisions of this ordinance should be applied to uses within the City limits in the Specific Plan area, with the following additions:

- "Minor modifications" shall be interpreted as building improvements which do not change the character of the existing building and do not add more than 25% to the pre-improvement value and/or not to exceed 10% of the existing building square footage.
- All use changes within existing buildings should be consistent with the standards and guidelines of the Specific Plan. If a tenant leaves a building, no new uses that are less compatible with the uses required by the Specific Plan or that require a change in zoning inconsistent with the strategy will be allowed. Major changes in uses should not be allowed in any given structure.
- The provisions of Chapter 17.42 should be applied to both commercial and residential uses.
- All renovations and new uses should then be consistent with this plan.

San Mateo County

The County is in the process of updating their zoning ordinance as it relates to non-conforming parcels, uses and structures. As with Daly City, special conditions should be set for the BART Station Area. Provisions of a non-conforming use ordinance for this area should include, at a minimum:

- Stringent limitations on reconstruction and repair of non-conforming buildings that have been damaged or destroyed (e.g. limits of 50% of replacement value).
- Limitations on minor building enhancements to building improvements which do not change the character of the existing building and do not add more than 25% to the pre-improvement value and/or not to exceed 10% of the existing building square footage.
- All use changes within existing buildings should be consistent with the standards and guidelines of the Specific Plan. If a tenant leaves a building, no new uses that are less compatible with the uses required by the Specific Plan or that require a change in zoning inconsistent with the strategy will be allowed. Major changes in uses should not be allowed in any given structure.
- All renovations and new uses should then be consistent with this plan.
- A monitoring procedure should be established to ensure its proper application.

Redevelopment Policies

The BART Station Area Specific Plan can be implemented with or without the powers associated with a Redevelopment District. Using only the guidance of the Specific Plan, the land use and circulation programs of the plan can be implemented, but many of the key features may not be built until smaller parcels are aggregated through market forces over a long period of time. A Redevelopment District could be used as a strategy to aggregate smaller parcels into larger development units. It is unlikely, however, that the typical techniques of tax increment financing would be used here.

At this time Daly City does not anticipate forming a Redevelopment District within the study area, other than the already formed Mission Street District.

San Mateo County reserves the right to form a Redevelopment District with the understanding that the intent would be solely to assist in aggregating parcels east of the BART Station; not to generate income.

Policies Regarding Annexation and Modification of Public Service Agency Boundaries

The unincorporated portion of the study area is within the Sphere of Influence of Daly City. It is the City's policy to maintain that status for an indefinite period.

Since the City is not anticipating near-term annexation of the unincorporated portion of the study area, existing public service agency boundaries will be maintained. If an annexation application is submitted, the status of those agencies will be reviewed at that time.

Process for Amending this Specific Plan

Any applicant may petition the appropriate jurisdiction for an amendment to the Specific Plan. The application shall state the nature of the requested change and its rationale. It will be reviewed through public hearing before the Planning Commission and City Council/Board of Supervisors.

Public Facilities Implementation

Introduction

Full development of the area included in the BART Station Area Specific Plan will require extensive new infrastructure, as well as various public amenities to ensure a safe, healthy, and visually appealing environment for residents, workers, shoppers, BART ridership and others who will come to this area. However, as the development process gets underway, there will be need for additional engineering and design studies to flesh out the details of these improvements. Because of the preliminary nature of these plans, a strategy for financing the specified improvements must also, by definition, be preliminary at this time.

However, no matter what improvements are ultimately constructed as part of the Specific Plan build-out, there are several basic principles that should guide future decisions regarding financing mechanisms to be used to pay for each improvement. These principles are intended to form an overall approach to future detailed discussions about both who will pay for improvements, and how sources of revenues will be used. In addition, these principles provide some element of certainty to developers and property owners in terms of what types of facilities,

and/or fees they will be expected to provide in conjunction with future development. These principles are as follows:

- **Financing Principle 1:** All costs for new infrastructure and public amenities should be borne by developers, property owners, and where appropriate, by public funds. These costs will be distributed on an equitable basis as determined by benefit received. Current residents should not be required to pay for the cost of providing additional facilities or services to new development.
- **Financing Principle 2:** Sources of both capital and on-going maintenance revenue will be considered as part of any financing strategy to ensure that all improvements can be maintained without placing an undue burden on either adjacent property owners, or the local jurisdiction (Daly City or San Mateo County).
- **Financing Principle 3:** Final decisions regarding financing for each improvement will be developed in conjunction with all affected developers and property owners, and will reflect detailed engineering and design studies.
- **Financing Principle 4:** All new development within the Specific Plan area will be expected to pay existing development fees currently levied by the jurisdiction with which the development will occur. The only exception may be a park dedication fee.

The following discussion describes each major category of infrastructure or public facility improvement necessary to implement the Specific Plan. For each item, a range of options for financing construction of the improvement has been listed. A full analysis of options for funding the on-going operation of these facilities has been included in an appendix of the BART Station Area Specific Plan EIR, entitled Fiscal Impacts Report. These findings have also been summarized in the following discussion. Table 7 shows a summary of all infrastructure and public facility improvements that will be included, financing options, and sources of revenues for on-going operations.

Parks

A 2.2 acre park will be located south of A Street at the termination of Reiner Street. The total cost to provide this park will include land acquisition, as well as construction of park improvements. Some of the land required includes the currently unimproved rights-of-way for Reiner Street and A Street; the remaining land is currently in private ownership and must be acquired.

Table 7
Infrastructure and Public Facilities Financing Options

<u>Facility</u>	<u>Funding Options</u>	<u>Source of On-Going Funds</u>
Parks	Impact Fees CalTrans Enhancement Funds	General Fund
Pedestrian Stairway and Plazas	Intermodal Surface Transportation Efficiency Act Funds (ISTEA) CalTrans Enhancement Funds Measure A Sales Tax Funds AB 434 Funds Developer Exactions	General Fund
Kiss 'n' Ride	Developer Exactions Measure A Funds ISTEA Funds	General Fund
Pedestrian Connection	Developer Exaction	General Fund
Traffic Improvements	General Fund CalTrans	General Fund CalTrans
Streetscape	Lighting & Landscaping Assessment District	Lighting and Landscaping Assessment District
Schools	Impact Fees School District Bond Issue	Local Property Tax/State

Financing Options

Park construction is likely to be financed through one of two mechanisms. The first would be a combination of park fees and land dedication. The park will be located in the county, which already collects a park dedication fee from new subdivisions. However, the County's existing park dedication fee program may be insufficient to address the financing needs of this facility. The optimal approach to financing this facility would be to exempt new development within the Specific Plan area from existing city or County park fees. Instead, a Specific Plan Park dedication fee should be imposed on all new development in the area.

This fee must be adopted jointly by both jurisdictions prior to granting approval to any new development in the study area. The fee could be adopted separate from this Specific Plan document, or the plan could be amended to include the fee program. In any case, the actual fee amounts can only be calculated once final plans for the park have been formulated. The fee program itself must include language showing the relationship between the fee and the land uses upon which it is being imposed, as well as indicating how the total cost of the park is being distributed among all future uses in the area.

A general approach to calculating this fee would be to calculate the total cost of constructing the park, including land acquisition. This cost would then be spread across all potentially developable dwelling units within the area on a pro rated basis. Lower density units would pay a proportionally higher share of the cost while higher density units would pay a slightly lower share of the cost.

A second financing option would be to create an Assessment District that would pay for both construction and ongoing maintenance of the park. In this case, all property owners in the area, not just those with new development, would be responsible for paying the cost of park construction.

A third possibility might be to get park acquisition and construction funds from some other governmental agency. Because the park will be adjacent to BART, there may be other revenue sources available. In particular, the State Department of Transportation (CalTrans) is just initiating a grant program to fund projects that enhance the overall quality of transportation projects. These enhancement funds might be appropriate for the park, because it would enhance the overall appeal of the entire BART Station area.

On-Going Maintenance Costs

Although the park will be located in the county, the County does not have appropriate staff or equipment to maintain a small neighborhood-serving park. In this case, it would be more appropriate for Daly City to maintain the park. However, the County will be collecting property tax revenues that could be used to offset the cost of park maintenance. City and County staff could develop a joint operating agreement for this park whereby the City will be responsible for the actual maintenance, but the County will help defray the cost based on property tax revenues collected from development within the Specific Plan area. As mentioned above, an alternative might be to form an Assessment District where an ongoing level could be used to pay for park maintenance.

Pedestrian Stairway and Plazas

The Specific Plan call for construction of a pedestrian stairway extending from El Camino Real up to the BART Station. Small plazas would be built at both the bottom and top of the stairway.

Financing Options

The pedestrian stairway and plazas at either end would provide some benefit to commercial development located along El Camino Real; however, these facilities are primarily for the use of transit riders needing access to BART. Therefore, some other sources of money oriented toward regional transit facilities would be more appropriate for this facility, rather than imposing this cost on neighboring property owners.

One potential source would be funds from the Intermodal Surface Transportation Efficiency Act (ISTEA). These ISTEA funds are generally intended to be used to construct a wide variety of transportation facilities, ranging from freeway off-ramps, to bike trails, to pedestrian walkways. To qualify for ISTEA monies, a project must demonstrate a strong regional benefit. The pedestrian stairway and plazas have several qualities that make them very strong candidates for ISTEA funding. These qualities include the link the stairway provides between BART and Highway 85 (El Camino Real), making a major entrance statement for the BART station, opening up pedestrian access to the BART station for the larger residential neighborhoods to the south and east, and acting as a catalyst project that will encourage other private investment in the area. Since several studies show that high density residential projects adjacent to BART stations tend to increase BART ridership, this increased development is also likely to have a significant possible impact on BART.

The ISTEA funds were made available for a six year period starting in 1990, with two three-year funding cycles. Funds for the first three year period have already been allocated. Funds for the second three year period will be programmed in early 1993. If it is determined that the stairway and plazas are going to be submitted as a potential project for ISTEA funds, several steps must be taken. First, the actual design must be developed in more detail. Then, steps should be taken to obtain CalTrans permits for adjoining to the State Highway right-of-way; the stairway right-of-way should be certified; environmental clearance should be completed; and Daly City should be solicited to endorse the project.

The stairway and plazas must be reviewed for eligibility for ISTEA funds at two levels. First, San Mateo County reviews all potential projects and develops a priority list. Second, all nine Bay Area counties submit their lists of priority projects to the Metropolitan Transportation Commission (MTC). MTC has ultimate responsibility for determine which projects will actually receive funding.

ISTEA generally only funds 80 percent of a project's total cost. The other 20 percent must be funded by a local matching grant. Funds for this matching grant could come from a number of sources, including San Mateo County Measure A one-half cent sales tax revenues.

If the stairway and plazas do not receive ISTEA funding, Measure A sales tax revenues are another potential source of funding for the entire project. These funds are allocated through the San Mateo County Transportation Authority. Other funding options include CalTrans enhancement funds, and AB 434 funds. The AB 434 funds are generated through vehicle registration fees. Annually, San Mateo County receives approximately \$800,000 to spend on transportation related projects that could help improve air quality.

On-Going Maintenance

The stairway and two plazas serve as public open space that benefits not just the adjacent properties, or the Specific Plan area, but the entire region. Therefore, these facilities could be maintained just like any other open space, through the use of property and other tax revenues.

Kiss-n-Ride

Three kiss-n-ride facilities are shown on the Specific Plan Land Use Map. The kiss-n-ride facility directly adjacent to the eastern entrance to the BART station will be designed, constructed and maintained by BART and SamTrans. A second kiss-n-ride facility is planned at the western terminus of the BART station pedestrian bridge and is located on the SamTrans park-and-ride lot. A third, more informal, drop-off area is shown along El Camino Real at the base of the pedestrian

stairway. Each facility would include a small diagonal parking bay. The parking spaces would be regulated by sign, permitting 10 minute parking during peak hours, and longer parking during mid-day. Both the kiss-n-ride facility in front of the BART station and the facility on the SamTrans parcel will also include small plazas which double as waiting areas.

Financing Options

The optimal mechanism for building the two kiss-n-ride facilities that will not be part of the BART project would be to require developers of the adjacent properties to provide them as an exaction, in exchange for the right to develop their own property and/or obtain development rights for nearby mapped right-of-ways. For example, the facility located west of the BART station could be built in conjunction with development of office and convenience retail uses on the SamTrans parcel. The developer could be granted the right to develop in the Hill Street right-of-way in exchange for dedicating land and constructing the facility at the terminus of the pedestrian bridge. However, SamTrans is strongly encouraged to construct this kiss-n-ride facility in advance of office development, in order to provide a formal drop-off area for BART patrons arriving from I-280. Similarly, the drop-off area along El Camino Real could be developed in conjunction with the retail and housing uses on the adjacent property. A land swap could be arranged to allow the property owner to build on the mapped C Street right-of-way.

A second funding option might be to use ISTEA funds. However, given the limited amount of ISTEA funds available, and the likelihood that these would be ranked as having a lower priority within both the County and region, it appears that such a mechanism is very uncertain. A third option might be to use Measure A sales tax revenues.

On-Going Maintenance

Because these facilities will not include any planting, and are essentially small parking lots and hardscape plazas, they can be maintained as part of the street right-of-way by the City and County Public Works Departments.

Pedestrian Connection

In addition to the stairway connecting El Camino Real to the BART Station, an additional pedestrian walkway has been included in the Specific Plan. This walkway, which would connect First Avenue to A Street, is intended to enhance pedestrian access to BART, as well as facilitate pedestrian circulation throughout the area.

Financing Options

There are two options for financing construction of the walkway. One would be to have adjacent property owners make the necessary improvements as a condition for permission to develop their property. The second option would be use of ISTEA funds. Assuming that this walkway would be a low priority for ISTEA funds, the exaction option seems more feasible.

On-Going Maintenance

Because this walkway benefits the entire community, rather than a small area of benefit, once it has been built it could become public open space. The walkway would then be maintained by Daly City using increased property and other tax revenues generated by new development in the area.

Traffic Improvements

Traffic improvements required to mitigate the impacts of new construction in the Specific Plan area include:

- Prohibition of left turn movements on to or off of Reiner Street at the intersection of San Pedro Road, except for emergency vehicles.
- Construction of A Street from its present terminus to connect with the BART-constructed bridge over the tracks to Hill Street.
- Preliminary consideration has been given to adding a traffic signal at A Street and El Camino Real, however this issues will require additional study.

Financing Options

At this time, no additional financing will be required to make traffic improvements in the Specific Plan area. Properties fronting onto the extended segment of A Street will be required to construct the road at the time of development. The City of Daly City will be responsible for posting signs indicating where left turns are prohibited at Reiner. At such time as it is determined that a traffic signal is required at the intersection of A Street and El Camino Real, it will be CalTrans' responsibility to add this improvement.

On-Going Maintenance

No additional funds will be required to fund the left turn signs on Reiner Street. CalTrans will be responsible for maintaining the traffic signal on El Camino Real.

Streetscapes

The Specific Plan calls for a number of lighting, landscaping, paving, and urban design improvements to be made along streets throughout the area. Most of these improvements include planting trees, installing street lights, and adding sidewalks.

Financing Options

These types of improvements are typically financed through creation of an assessment district. Each property within the district is assessed for a certain amount of money each year based on the amount of benefit that property is deemed to receive from the improvement. An area-wide benefit district could be established to pay for both the capital costs of the streetscape improvements, as well as their on-going maintenance. Prior to establishing an assessment district, there are a number of steps that must be followed, including completion of an engineering study which establishes what level of benefit each property will receive, and therefore, what level of assessment each property will have to pay.

A second option would be to finance the streetscape improvements through an area-wide urban design fee. This option is less desirable in that the fees cannot be collected until development occurs, and no on-going mechanism has been established for maintaining the improvements once they have been installed.

On-Going Maintenance

Maintenance of streetscape improvements could be accomplished by forming a lighting and landscaping assessment district. This would require local property owners who benefit most directly from the improvements to pay for their upkeep.

Water, Wastewater , Storm Drainage, and Utilities

Virtually all of the major infrastructure systems serving the Specific Plan area are either antiquated, or lack sufficient capacity to serve the new development. A very preliminary engineering assessment estimated the following costs to replace or upgrade these systems:

Water	\$825,000
Wastewater	\$1,350,000
Gas and Electric	\$1,688,000
<u>Storm Drainage</u>	<u>\$927,000*</u>
Total	\$4,790,000

- * May be increased to account for pro rata costs of relocating East Colma Creek into the El Camino Real right-of-way.

While much more detailed analysis will be required to determine the actual costs of improvements necessary to support new development, the existing storm drainage situation is the most complex. The Specific Plan area is part of a larger storm drainage basin that currently has significant deficiencies in its ability to handle run-off. New development has the potential to exacerbate this existing problem. To resolve this situation, all of the impacted jurisdictions, including Daly City, San Mateo County, and the Town of Colma have initiated a process to work out a comprehensive solution. The final cost could amount to significantly more money than is indicated above. Although the Specific Plan area could not be expected to bear the total burden of this cost, it will be expected to pay its pro rata share of regional improvements.

Financing Options

Water Distribution Facilities: CWSD and Daly City require development projects to pay for the design and construction of new water mains on and adjacent to the property being developed, and contribute appropriate shares of off-site extensions. Daly City uses the Development Agreement process to document the specifics of improvement design, construction and funding, and connection fees. CWSD uses its Rule Number 15 policy on main extensions, which requires the developer to pay for the designs by CWSC and to pay for the construction, either by CWSC or the developer's own contractor, to CWSC standards. In the case of transmission main extensions serving more than just the immediate project, the developer funds the construction, and receives from CWSC an annual refund of 2.5 percent of the advanced funding amount until the advanced principal amount is repaid to the developer.

Wastewater Collection and Treatment: The City's policy is to require developments to construct needed upgrades fronting the property, pay any required connection fees, and to contribute, through the Development Agreement process, their appropriate share of off-site improvements.

Storm Drainage: New development, at its own expense, will be required to provide on-site detention of any increase in the storm water runoff from frequent storms. Standards for detention are provided in the Utilities section of this report. In addition, new development will be required to make pro rata contributions to fund their pro rata share of regional drainage improvements. The properties presently encumbered by the East Colma Creek channel shall pay their pro rata share of upsizing regional improvements to provide capacity resulting from abandoning the channel. The County and Daly City will fund and initiate the analysis necessary to determine the upsizing and associated costs.

Solid Waste and Utilities: No special funding policies are necessary.

On-Going Maintenance

Maintenance of water, wastewater, and storm drainage facilities could be paid for through some form of special assessment district.

Schools

The study area is served by two school districts. The Jefferson Elementary School District serves school age children from kindergarten through eighth grade. All of the elementary schools currently serving the area are over-crowded, and the elementary school district is considering renovating or building a new facility at the existing Jefferson School site. If this happens, elementary school students generated by the Specific Plan area would absorb some proportion of the new capacity created by this school. Consequently, the area should be expected to pay a proportional share of the cost to build this new facility.

The Elementary School District has presented three alternative scenarios for student generation rates within the study area. Under the "worst case scenario," whereby the area households would produce the highest student generation rates considered reasonable by the District, the Specific Plan area could be expected to generate demand for approximately 29 percent of the total capacity at the new elementary school.

It is estimated that the new school would cost a total of approximately \$6.1 million to build. Using the worst case scenario, the study area would be expected to offset 29 percent of this cost, or \$1.8 million.

The Specific Plan would also have a varied impact on the High School District, depending on student generation rates. Based on the District's worst case scenario, the area could generate demand for up to three new portable classrooms. At a cost of \$125,000 per portable classroom, the total cost would be \$375,000.

Financing Options

The two school districts currently levy a school impact fee against all new development in their districts. As of August, 1992, this fee was \$1.25 per square foot for new residential development and \$0.25 per square foot for all commercial development. Total fees collected are split between the two districts with 67 percent going to the Elementary School District and 33 percent going to the High School District. Even as of August 1992, these fees were below the maximum amount permitted by the State of California.

As of January 1, 1993, the State has increased the maximum allowable school impact fee for residential development from \$1.65 to \$2.65. However, along with this increase, the new legislation prohibits the imposition of additional fees for exactions to pay for school construction. This condition is expected to be an interim situation. In June of 1994, and Assembly Constitutional Amendment will be placed on the state ballot. This amendment, if approved, would allow school bond measures to be approved by a simple majority, rather than a two-thirds majority, as is currently required under the terms of Proposition 13. If this ballot measure is approved, the \$2.65 fee per square foot will remain in effect, and any school construction costs not covered by this fee would have to be financed through local bond measures. If the ballot measure fails, the school impact fee amount will be rolled back to \$1.65 per square foot. Local government will then be able to use other types of exactions to require developers to pay for any gap that might exist between the revenues raised by the school impact fee and actual costs required to accommodate school demand generated by new development.

Based on the current fee structure, the Specific Plan area would not generate sufficient revenues to pay its proportional share of costs for the new elementary school assuming either a medium or a high student generation rate. Even if the Districts were to raise the fee to the maximum permitted amount, the Specific Plan area would still not pay its own way under the medium or high student generation rate scenarios. However, no significant amount of development in the Specific Plan area is expected to occur until after June of 1994. At that time, depending on the outcome of the election, the school districts will have one of the two options to finance any necessary school expansions. If the constitutional amendment passes, the districts could float bonds to finance new construction. Should the amendment fail, an additional local school impact fee, or some other kind of development exaction could be put into place that would raise sufficient revenue to cover all additional costs of school expansion not already covered by the basic school impact fee.

On-Going Maintenance

School operating revenues come from a combination of sources including local property taxes and state funding. Each district has a formula, developed in conjunction with the State, to determine how much revenue will be expended on a per student basis. Then if the number of students within the district increases, the State will ensure that the District's operating revenues are also increased by the per capita amount multiplied by the number of new students.

Appendices

Appendix A: Build-Out Estimates by Sub-Area

Draft Preferred Alternative: Land Use Statistics for EIR Analysis

Sum of All Subareas

Residential Uses	Density	Acres	Units	Residents (1)
High Density (25-55 du/ac)	55	13.5	743	
Medium Density (12-25 du/ac)	25	9.1	228	
Low Density (6-12 du/ac)	12	1.7	20	
Neigh. Comm. w/ Res. Above	25	3.4	85	
Total Residential (3)		24.3 ac	1075	2828

Commercial & Office Uses (1)	F.A.R.	Acres	Square Feet	Employees (2)
Neighborhood Commercial	0.25	10.3	112,200	249
Neigh. Comm. w/ Res. Above (3)	0.50	3.4		
Ground Floor Retail (for resid. see above)			24,400	54
Neigh. Comm. w/ Office Above	0.35	10.3		
Ground Floor Retail			113,100	251
Upper Floor Office (Class B)			44,000	98
Office/Convenience Retail	0.90	8.4		
Conv. Retail (BART/Office Patrons)			20,000	44
Office (Class A)			309,300	687
Total Commercial & Office (4)		32.4 ac	623,000	1,384
Total Commercial			269,700	599
Total Office			353,300	785

Based on existing conditions.
 2 stories residential over 1 story retail & surface parking.
 Shop. Ctr. w/ surf. pkg. (.25 f.a.r.) with add. office increment.
 3 stories office/retail with 2 stories parking

Public Uses	Acres
Public and Quasi-Public	3.6
Parks and Plazas	2.0
Open Space and Public Easements	2.8
Total Public (5)	8.4 ac

Notes:

- (1) Assumes ABAG 1990 Household size projections of 2.63 pp/hh.
- (2) Employee generation based on Colma Area Plan; assumes 450 s.f./retail employee and 250 s.f./office employee.
- (3) "Neigh. Comm. w/ Res. Above" acreage counted with commercial and not residential; F.A.R. includes residential uses.
- (4) Includes existing commercial development. Of the approximately 400,000 sf. of existing commercial space, roughly 100,000 s.f. is likely to remain.
- (5) BART Station and Equipment Yard do not appear in these statistics.

Draft Preferred Alternative: Land Use Statistics for EIR Analysis

Sub-Area A: West of BART from Washington Street to Southern Boundary

Residential Uses	Density	Acres	Units	Residents (1)
High Density (25-55 du/ac)	55	0.0	0	
Medium Density (12-25 du/ac)	25	0.0	0	
Low Density (6-12 du/ac)	12	0.0	0	
Neigh. Comm. w/ Res. Above	25	0.0	0	
Total Residential (4)		0.0 ac	0	0

Commercial & Office Uses	F.A.R.	Acres	Square Feet	Employees (2)
Neighborhood Commercial (3)	0.35	4.0	61,000	136
Neigh. Comm. w/ Res. Above (4)	0.50	0.0		
Ground Floor Retail (for resid. see above)			0	0
Neigh. Comm. w/ Office Above	0.35	10.3		
Ground Floor Retail			113,100	251
Upper Floor Office (Class B)			44,000	98
Office/Convenience Retail	0.90	8.4		
Conv. Retail (BART/Office Patrons)			20,000	44
Office (Class A)			309,300	687
Total Commercial & Office (5)		22.7 ac	547,400	1,216
Total Commercial			194,100	431
Total Office			353,300	785

Based on existing conditions.

2 stories residential over 1 story retail & surface parking.

Shop. Ctr. w/ surface and some underground pkg.
(.25 f.a.r.) with additional upper floor office (.10 f.a.r.).

3-4 stories office/retail with 2-3 stories parking.

Public Uses	Acres
Public and Quasi-Public	0.0
Parks and Plazas	0.3
Open Space and Public Easements	2.2
Total Public (6)	2.5 ac

Notes:

- (1) Assumes ABAG 1990 Household size projections of 2.63 pp/hh.
- (2) Employee generation based on Colma Area Plan; assumes 450 s.f./retail employee and 250 s.f./office employee.
- (3) Neigh. Commercial F.A.R. increased to 0.35 to reflect existing conditions.
- (4) "Neigh. Comm. w/ Res. Above" acreage counted with commercial and not residential; F.A.R. includes residential uses.
- (5) Includes existing commercial development. Of the approximately 400,000 sf. of existing commercial space, roughly 100,000 s.f. is likely to remain.
- (6) BART Station and Equipment Yard do not appear in these statistics.

Draft Preferred Alternative: Land Use Statistics for EIR Analysis

Sub-Area B: East of BART from San Pedro Road to Southern Boundary

Residential Uses	Density	Acres	Units	Residents (1)
High Density (25-55 du/ac)	55	12.8	704	
Medium Density (12-25 du/ac)	25	4.0	100	
Low Density (6-12 du/ac)	12	0.0	0	
Neigh. Comm. w/ Res. Above	25	1.8	45	
Total Residential (3)		16.8 ac	849	2233

Commercial & Office Uses	F.A.R.	Acres	Square Feet	Employees (2)
Neighborhood Commercial	0.25	0.4	4,400	10
Neigh. Comm. w/ Res. Above (3)	0.50	1.8		
Ground Floor Retail (for resid. see above)			12,900	29
Neigh. Comm. w/ Office Above	0.35	0.0		
Ground Floor Retail			0	0
Upper Floor Office (Class B)			0	0
Office/Convenience Retail	0.90	0.0		
Conv. Retail (BART/Office Patrons)			0	0
Office (Class A)			0	0
Total Commercial & Office (4)		2.2 ac	17,300	38
Total Commercial			17,300	38
Total Office			0	0

Based on existing conditions.

2 stories residential over 1 story retail & surface parking.

Public Uses	Acres
Public and Quasi-Public	2.3
Parks and Plazas	1.0
Open Space and Public Easements	0.6
Total Public (5)	3.9 ac

Notes:

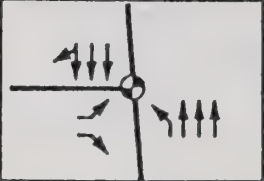
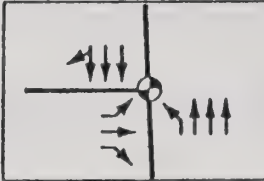
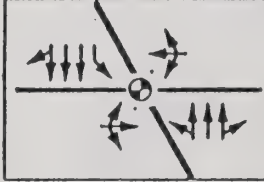

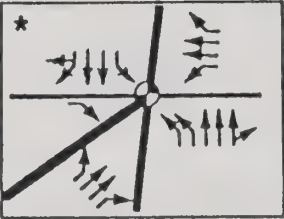
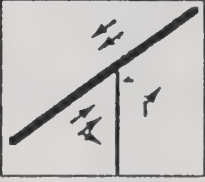
- (1) Assumes ABAG 1990 Household size projections of 2.63 pp/hh.
- (2) Employee generation based on Colma Area Plan; assumes 450 s.f./retail employee and 250 s.f./office employee.
- (3) "Neigh. Comm. w/ Res. Above" acreage counted with commercial and not residential; F.A.R. includes residential uses.
- (4) Includes existing commercial development. Of the approximately 400,000 sf. of existing commercial space, roughly 100,000 s.f. is likely to remain.
- (5) BART Station and Equipment Yard do not appear in these statistics.

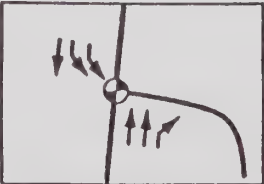
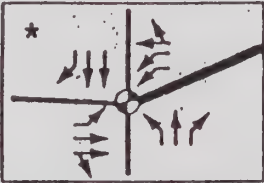


Appendix B: Responsibility for Street and Intersection Improvements

BART Station Area Specific Plan

Matrix of Planned and Recommended Roadway Improvements

Intersection	Planned Roadway Improvements Per BART (1)	Recommended Additional Roadway Improvements (2)	Specific Plan Required Roadway Improvements (3)	Ultimate Intersection Configuration
On-Site Improvements				
1. Washington/Junipero Serra/I-280 NB On Ramp	Widen I-280 On Ramp from 1 to 2 lanes. Restripe NB intersection: 1 LT lane, 1 Through lane to Junipera Serra, 1 Through and 1 Through-Right to I-280. Add SB Through lane.	Widen Washington St. Bridge from 4 to 6 lanes. Change EB Through-Left to Through lane, add EB LT, change WB Through -Left to Through, and add WB LT.		
2. San Pedro/Hill	Signalize. Reconfigure NB approach to 1 LT + 1 RT.			
3. San Pedro/Junipera Serra		Add WB RT and SB RT lanes.		
4. Junipero Serra/D/I-280 NB Off and SB On Ramp	Add EB RT, 2 WB Through lanes, SB RT, and NB LT.	Add NB LT lane.		
5. D/Hill	Signalize.	Add WB Through lane, SB RT lane, restripe NB approach to include LT and Through-Right lanes.		

Intersection	Planned Roadway Improvements Per BART (1)	Recommended Additional Roadway Improvements (2)	Specific Plan Required Roadway Improvements (3)	Ultimate Intersection Configuration
6. El Camino Real/F	Signalize. Reconfigure EB approach to 1 LT + 1 RT.			
7. El Camino Real/D	New Intersection.			
8. El Camino Real/A			Signalize. (While volumes do not quite meet signal warrants, turn movements to A St. and El Camino retail would make signal prudent.)	
9. El Camino Real/San Pedro/Market		Add EB LT (channelize to Mission), restripe for 2 Through to E. Market, add NB LT, add WB LT and restripe Through-Left into Through only. Designate SB traffic to San Pedro or Market to use a single RT land. Use 2 Through lanes to access El Camino.		
10. Reiner/San Pedro			Prohibit LT from Reiner to San Pedro, except Emergency Vehicles.	

Intersection	Planned Roadway Improvements Per BART (1)	Recommended Additional Roadway Improvements (2)	Specific Plan Required Roadway Improvements (3)	Ultimate Intersection Configuration
Off-Site Improvements				
11. Sullivan/I-280 SB On Ramp	Signalize. Reconfigure SB approach to 1 Through + 2 LT lanes. Add NB Through lane.			
12. Sullivan/Eastmoor/San Pedro	Add EB LT, NB LT, add NB LT and make NB RT into Through-Right.	Change NB Through-Right to RT. Adjust signal phasing.		
13. Sullivan/I-280/SB Off Ramp	Extend SB ramp to Sullivan/Pierce and Signalize. Abandon existing ramp.			
14. Sullivan/Washington	Make EB Through into LT. Make WB Through into LT. Add SB LT and NB LT.			

22-Sep-92

Notes:

- (1) Planned and programmed projects by Daly City and San Mateo Co., plus Year 2000 mitigations in the "Colma BART Station FEIS/FEIR."
- (2) "BART Station Area Specific Plan/EIR Future Traffic Conditions," by Fehr & Peers, March 1992. and updated by "Colma BART Station Area EIR Traffic & Transportation Project Conditions Draft Report," by Fehr & Peers, Sept. 1992.
- (3) Colma BART Station Area EIR Traffic & Transportation Project Conditions Draft Report," by Fehr & Peers, Sept. 1992. Updated by personal communication with S. Gordon (9/22/92).

- ⊙ - Traffic Signal
- ⊙ - Stop Sign
- * - Improved in addition to planned Improvements
- ↔ - Revised lane configuration

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